VOL. CCX, No. 2736

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THE SPHERE, JULY 19, 1952
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Volume CCX No. 2736 The SPHERE, London, July 19, 1952

The SPHERE
with which is incorporated THE GRAPHIC

EIGHT BRIDESMAIDS ALL IN A ROW—WAITING FOR THE BRIDE AT THE WEDDING IN THE BROMPTON ORATORY OF THE HON. MIRABEL FITZALAN HOWARD TO MR. BERNARD KELLY: The bridesmaids were Rosemary Snoy, Mary Newman, Mary Moore, Letitia Baker-Wilbraham, Elizabeth Kelly, Sarah Hugh-Smith, Anne Pleydell-Bouverie, and Imogen Micklethwait. The bride, who is twenty, is the youngest daughter of Lord Howard of Glossop and Baroness Beaumont, of Carlton Towers, Yorkshire. Her twenty-two-year-old bridegroom is the son of Sir David Kelly, the former British Ambassador in Moscow.

For her wedding to Mr. Bernard Kelly at the Brompton Oratory last week, the Hon. Mirabel Fitzalan Howard was attended by no fewer than ten bridesmaids. Eight of them are seen in the picture above. There were, in addition, two child bridesmaids, Clare Fitzalan Howard and Teresa Emmet, nieces of the bride. Because of the illness of her father, the bride was given away by her eldest brother, the Hon. Miles Fitzalan Howard. She wore a gown of ivory brocade with a long train, surmounted by a train of family Brussels lace falling from the shoulders. Her tulle veil was held in place with a diamond tiara, and she carried a bouquet of cream roses and stephanotis. Abbot R. S. Trafford, O.S.B., officiated, assisted by Dom James Forbes, O.S.B., and Father A. de Zulueta, and Mgr. Ronald Knox gave the address. Archbishop Myers was also present. The reception was held at Claridge's Hotel and the young couple are spending their honeymoon in the south of France.

Postage—Inland, 2d.; Canada, 1½d.; Elsewhere Abroad, 2½d.

A VISITOR FROM THE U.S.A. AT No. 10

MISS MARGARET TRUMAN LEAVES NO. 10, DOWNING STREET, AFTER LUNCHING WITH THE PRIME MINISTER: This was one of the first engagements performed by the daughter of the President of the United States, following her arrival at Southampton in the record-breaking liner S.S. *United States*. Miss Truman, who had come to Europe for a short holiday, also attended the first garden party of the season at Buckingham Palace.

THE FIRST "SPACE-SAVING" HOUSE

THE MINISTER OF HOUSING AND LOCAL GOVERNMENT DECLARES OPEN THE FIRST OF THE NEW HOUSES ON THE NORTHOLT PARK ESTATE: In his speech Mr. Harold Macmillan said that by last May 60 per cent. of the houses being built by local authorities were "people's houses." A few months earlier the figure had only been a quarter. The builders, he said, would save 10 per cent. in the materials, so that now eleven houses would be going up instead of ten. He said that the economy would not detract from the present housing standards.

BRITAIN'S OLYMPIC TEAM AT THE PALACE

MEMBERS OF THE BRITISH AND COMMONWEALTH TEAMS FOR THE OLYMPIC GAMES LEAVING BUCKINGHAM PALACE: They had attended a cocktail party given by the Queen and the Duke of Edinburgh prior to their departure for Helsinki. After the presentations the Queen and the Duke, accompanied by Princess Margaret, mingled with the guests in the picture gallery.

RATES OF SUBSCRIPTION TO "THE SPHERE"

Orders for subscription to THE SPHERE *for dispatch to addresses at home and overseas can be sent direct to the Subscription Department,* THE SPHERE, *Ingram House, 195-198, Strand, London, W.C.2. The rates for 12 months, including Christmas Number, for Great Britain and Eire are £5 16s. 6d.; 6 months and Christmas Number, £3; 6 months without Christmas Number, £2 16s. 6d. For Canada the rates for the same periods are £5 14s., £2 19s. and £2 15s.; and for elsewhere Overseas £5 18s. 6d., £3 1s. 3d. and £2 17s. 6d. The terms are inclusive of postage.*

A London Newslette

195–198, STRAND, W.C.2.

Civil List Amendments.—As I recently suggested, one or two Socialists tabled amendments designed to cut the Civil List recommendations, and these were duly defeated in Wednesday's debate. This "gesture" is one of our most hoary institutions. It is never embraced by the Opposition as a whole, and was not on this occasion. But it is always a feature of the Civil List debate when a new reign begins. One or two Leftish members, seeking notoriety or desiring to impress a Leftish constituency or from sheer love of tradition, make their gesture, propose a drastic cut or two and then, as gracefully as may be, accept inevitable defeat. And so it was. But that is not to say that the Opposition in 1952 have no desire whatever to simplify and further democratise the traditional pomps and panoply of royalty. They may choose to base that simplification on a desire to spare a young Queen, wife and mother, and give her more relief from affairs of ceremonial, but at the back of their minds there is a genuine belief that economies are still possible without derogating from the dignity, grandeur and coloured romance of the Monarchy, and that it is to-day held too closely in the grip of precedent and historic tradition well suited to conditions obtaining perhaps up to the end of the nineteenth century, but not so to-day after the social revolutions of our time. With this view it is not so easy to quarrel. Privilege and heredity are museum-pieces to the general, albeit every Labour man who becomes a peer soon becomes a last-ditcher for both of them.

The Path to Glory.—Chicago, after all the shouting, spoke quickly and clearly. For the Republican States, it was "'Ike' first and the rest nowhere." But the November Handicap is still to be run, and it is *not* all over yet, even the shouting. Indeed, I fancy there were moments — hours, days — in that Chicago shambles when "Ike" must have wished himself back again among admiring and tried friends at Versailles, dealing with a plain, single issue, tough and difficult, but not equivocal. And before December he may feel the same again. We in Britain may be thankful that a man we know and trust, whose world outlook is much as ours is, will represent one side in the coming Presidential Election, even though his side represents Big Business and a percentage of isolationists. In common with many educated Englishmen, I do not understand (and because of ignorance detest) the methods employed by Americans in choosing their Presidents. The White House to-day is probably the most powerful and vitally important throne in Christendom. The way to its glory seems to many of us a crazy pavement of indignity, vulgarity, stridency and even squalor, which disturbs and distresses us. Yet even in these brawling conventions, we observe that the end may justify the means and that, after the caterwauling, decency, peace, big-mindedness and unanimity triumph, and the protagonists reveal that beneath the dominoes and the tinsel beat the hearts of true men and decent men and patriots. But Chicago has not done with the caterwauling. The Democrats are now to brawl their way to their own stable's nomination, and we must remember that the November Handicap is still to be run and that it is an open race. All the same, I shall hazard a flutter on "Ike."

Mirfield — Diamond Jubilee.—The Community of the Resurrection has been celebrating its diamond jubilee at Mirfield, under the Yorkshire moors and among the woollen industries. Its college has grown in size, and its fame and usefulness spread far and wide, since it was established there in 1892. "How far the little candle throws its beams." It was in 1892 that the Community, established in Mirfield four years before, came into definite existence as a brotherhood of celibate Anglo-Catholic priests living under a simple rule and "having all things in common," and Charles Gore, Bishop of Worcester, Birmingham and Oxford, was its superior until 1901. His was the germ of the idea, of the community whose disciples at first followed him about from Pusey House to Radley Vicarage and thence to the Cloisters at Westminster; and also of the College and the rule. It was never a retreat from the rough world. The brethren from the first went out into the byways and the busy haunts of men. They overcame suspicion, perhaps ridicule. Their habit became known and respected and loved. Soon enough, at the dawn of this century, they were established in South Africa, and always they have increased their world penetrations and influence for good. A communist society? *O si sic omnes!* Laughter and light, goodness and gaiety, practi Christianity, selfless and sheer interest in hum beings, in the aims and hopes and difficulties of mod men and women, these have been the Communi guiding principles, and the names most closely as ciated with it, speak to those principles—Gore, N Carter, Longridge, Frere, Bickersteth, Talbot (many more). Some of them have their tombs in Community Church. Churchmen are perhaps soo forgotten than film-stars and athletes, though whole world is their memorial, and the example the Community was never more needed in Churches to-day.

A Gamin in Gaiters.—It takes all s to make a world, but Dean Hewlett Johnson's does not help to make a pleasant world. I adm moral courage, but I recall within my own experie of school life and club life and army life that th exist among us: (*a*) bores with *mens rea* who take positive sadistic delight in boring; (*b*) unpopu fellows who come in time to take pride and joy increasing their unpopularity. The Dean of Cant bury is clearly either a martyr, with all the marty obstinacy and tenacity, or a sadistic bore or a pari who has come to delight in his lonely state. Oth roles which this Dean nominally fills are: a Man God, a high dignitary of the Church, and an amat geologist. One category into which he definitely d not fit is that of a trained lawyer. There is abroad vague, unsubstantiated charge that the American and/or the United Nations are using bacteriologica weapons of war in Korea. The Russians refuse t have this charge impartially investigated. They lik it better left vague. The Dean did not go out to th Far East to investigate this charge, but he nosed int it in China. He did not visit the scene of the crim The "Court of Law" over which he presided made it own rules of evidence, relying chiefly on hearsay an accepting any exhibits as entirely authentic. Third party evidence and "what the soldier said" b accepted as his gospel, and he returned to his Deaner in triumph, bringing his sheaves with him, a cast-iro case and a verdict of guilty against the United Nation It wouldn't have done for Lord Goddard or, indeed for poor Justice Muddlecombe. It wouldn't have don for the Dean of the Faculty in Edinburgh, but th Dean of Canterbury is a law unto himself, impregnable unpredictable, a gamin in gaiters—a very Englis institution.

A Warning to Public Men.—There have of late been healthy signs that it is "not enough for public men who love power to "be themselves." They must, if they want undiminished support from their own party or country, appreciate the point of the parable of Naaman and be prepared to compromis

CARNATIONS ON SHOW IN LONDON

A FIRST-PRIZE WINNER AT THE NATIONAL CARNATION SOCIETY SUMMER SHOW IN THE ROYAL AGRICULTURAL SOCIETY'S OLD HALL WESTMINSTER: This was the winning vase of twelve blooms "Asa Thor" exhibited by E. Engelmann, of Saffron Walden, Essex There were more than 1,450 entries in the competitive classes and the trade supported the show with five splendid exhibits The quality of the blooms, particularly in the border classes, ha seldom been better. The show was considered to be the mos successful since the end of the war.

a little, relax a little, show themselves occasionally in lighter vein, figure occasionally as an ordinary human being, mix with the crowd and enter into its lighter notions. Is it possible that General de Gaulle has allowed himself to be a little too aloof, solemn and Delphic, and thus bored some of his own party, as he has bored me? And old Mossy-Dick? Has he bored the Senate of Persia (as he has bored me) by carrying his obstinacy beyond the limits of what even last-ditchers regard as *ne plus ultra*? Or Anna Pauker (Nat Gubbins' pin-up)? Had she been too much and too long herself, thus risking the continued support and admiration even of fanatics who set a very far horizon as the limit of fanaticism? It may be so; if so, it is a hopeful sign that this world is not quite so hard and super- (or sub-) human as we have grown to believe. I am not sure that our own leading politicians have not recently got an inkling of this danger in public life. Aneuran Bevan is (let us admit) human enough in all conscience. But he is very much "himself" as a rule. Of late I have noted in him a tendency to compromise, to be somebody else and somebody not of his own party within a party. He has been saying things which you might expect from Lord Woolton.

Lees Court and Jane Austen.—The very rich haul made by expert burglars at Lees Court, near Canterbury, recently, interested me for the reason that I am just now engaged in deciphering a few little notebooks filled in the tiny, spidery hand of my great-grandmother, Caroline Hales, youngest of the many daughters of Sir Thomas Pym-Hales, sometime M.P. for Dover. These little (rather dull) diaries cover the years 1789–1800, with gaps, and paint a picture of social life in country towns and villages in Kent which might be "literally" transcribed from Jane Austen's novels, the life of Longbourn and Meryton. The Hales spent long months near Canterbury every year, living "in the pockets" of the Bridges, Lynchs, Watsons, Barretts, Knatchbulls, Knights, and so on, and visits to "Mrs. Watson" of Lees Court were annual fixtures, summer and winter, for these Hales girls. For days at a time in winter, the womenfolk never go out. In summer, they pay each other visits every day to gossip and discuss assembly dances, to try on new caps and poplins, to play backgammon and to announce their engagements to the young men of families always in the immediate neighbourhood. Thus the Knatchbulls intermarry with the Watsons, the Knights introduce (and adopt) Jane Austen's brother Edward, who marries a Bridges, and soon enough Jane and Cassandra and their mother enter the scene at Rowling or Goodnestone or Godmersham. It is pure *Pride and Prejudice*, without the genius and wit, and I was not surprised on turning up the family of Sondes, the owners of Lees Court, to find my Watsons as then owners of the Court and in their pedigree. Here in Kent is a rare continuity of family life, which undoubtedly provided Jane Austen with her most valuable models. It was a life, dull, restricted, narrow and inhibited, which the alchemy of her wit and her powers of observation transmuted into pulsing and radiant life. But I think never before did I fully realise how dreary and bald were the raw materials she worked on or the extent to which the spirit contributes the colours to a life led even in prisons. Caroline Hales was a year younger than Cassandra, a year older than Jane Austen. Cassandra would have made no more of the life at Lees Court than could Caroline. Jane was able to make a *Pride and Prejudice* of it.

"By and Large."—Some weeks ago a correspondent wrote me a severe letter deploring my use of the expression "by and large" instead of the "simple English" "generally speaking." She wished I would not write such senseless jargon. I replied that "by and large" was a phrase composed of monosyllables of native origin and derived from a craft understood by seafaring Englishmen for centuries. *Ergo*, it was good plain English. I added that it was ill-mannered to describe my prose as "senseless jargon." To this it was answered that an exclamation-mark followed jargon, robbing it of any rudeness. That excuse opens wide breaches in the laws of libel, and should not be relied on. Then I investigated this phrase and found it very common in current journalism. I counted three instances in the next week's issue of the *New Statesman*, and several more elsewhere. But when I sought among naval friends a simple definition of the phrase, I found (I admit) less general understanding of its origins and accordingly of its significance, outside sailing. The best supplied me is: "'By and large' is a seaman's expression used to state that a thing has been viewed from all bearings. To analyse 'by' means close-hauled, and 'large' the ship sailing on other points of sailing off the wind, abeam, quarter, dead aft, etc. There certainly is a connection with 'full and by,' for that is the situation of a ship close-hauled as near as she will lie and yet keep her sails full." It must be admitted therefore that "viewed from all bearings" is not quite the same thing as generally speaking. But I don't mean to abandon "by and large." THE OLD STAGER

IN NEXT WEEK'S ISSUE

PIPELINES ACROSS THE DESERT

Written and Illustrated by VICTOR COVERLEY-PRICE following his Special Tour of the Iraq Petroleum Company's Area of Operations in the Middle East

THE QUEEN'S FIRST BALL OF THE SEASON

HER MAJESTY IN A GOWN OF SILVER BROCADE AND WEARING A DIAMOND NECKLACE AND A DIAMOND AND EMERALD TIARA, LEAVING LONDONDERRY HOUSE AFTER ATTENDING A COMING-OUT BALL: Accompanying the Queen to her car is the Earl of Leicester. The party was the coming-out ball for Lady Annabel Stewart, younger daughter of the Marquess of Londonderry, and Lady Carey Coke, second daughter of the Earl of Leicester. As the Queen and Princess Margaret arrived at Londonderry House crowds brushed aside the police and nearly stopped the Royal car. Four hundred guests attended the ball and dancing went on until early morning.

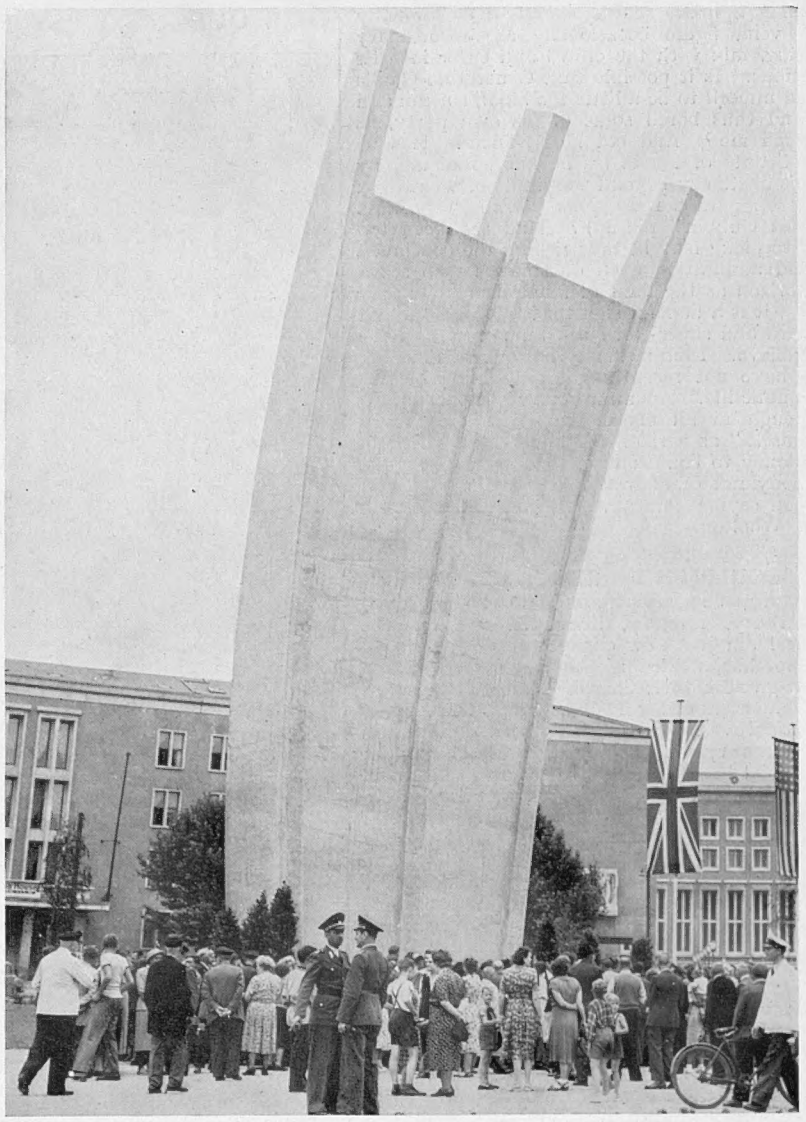
THE QUEEN MOTHER VISITS AN EXHIBITION IN KENSINGTON

STUDENTS APPLAUD QUEEN ELIZABETH THE QUEEN MOTHER AS SHE LEAVES THE ROYAL COLLEGE OF ART IN SOUTH KENSINGTON, LONDON, AFTER VISITING AN EXHIBITION OF INDUSTRIAL ART: During her tour of the Exhibition her Majesty saw several clay models and watched students at work on dish designing. Earlier in the same week the Queen Mother, who is now carrying out more public engagements in and around London, visited the Home for Retired Congregational Ministers and their wives at Fen Place, Turner's Hill, Sussex.

BERLIN PROTESTS AGAINST KIDNAPPINGS

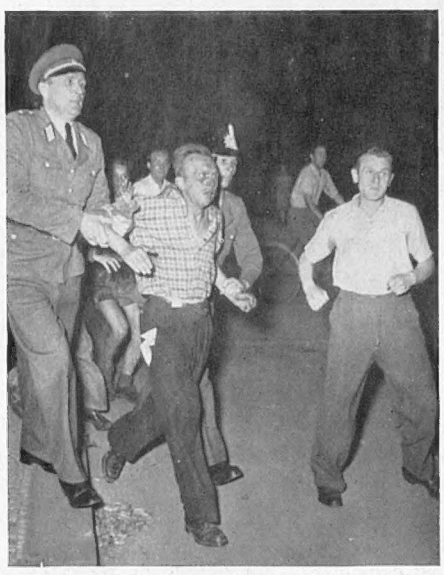
Scenes in the Western Sector Following the Kidnapping of Dr. Linse: Commemorating the Great Air-lift

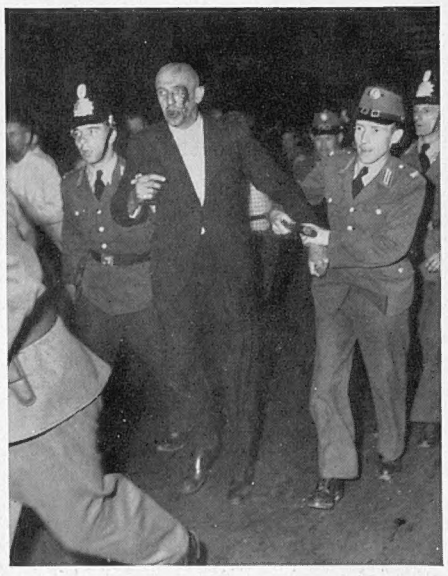
STRENGTHENING THE BARRICADES IN BERLIN: West Berliners erect a new steel barrier at Dueppel, the American Sector Zone border, following the kidnapping of Dr. Linse. It was noted that the barrier on the zonal boundary was raised to allow the taxi, into which Dr. Linse had been forced, to go through at undiminished speed. This led to a tightening of security measures. At the protest meeting, of which pictures appear below, Dr. Friedenau called for the erection of barriers at all West Berlin exits; and the strengthening of police forces, ready to act immediately.



REMEMBERING THE GREAT AIR-LIFT: West Berliners surround the Air-lift memorial on Tempelhof Aerodrome, following the first anniversary ceremony of the dedication of the memorial. The Western Allied Commandants of Berlin—Major-General C. F. C. Coleman (British), Major-General Lemuel Mathewson (United States) and Brigadier-General Pierre Carolet (French), and the Mayor of West Berlin, Ernst Reuter, laid wreaths at the foot of the memorial, which was erected in honour of the seventy-five Allied and German personnel who lost their lives during the air-lift.

A PEOPLE'S POLICE CHECK AT THE DUEPPEL BORDER, WITH THE NEWLY-ERECTED BARRIER IN THE BACKGROUND: The proposed new security measures to combat Communist kidnapping include the closing of all streets leading into the Communist zone of Berlin. These will either be closed down or sealed with concrete road blocks.



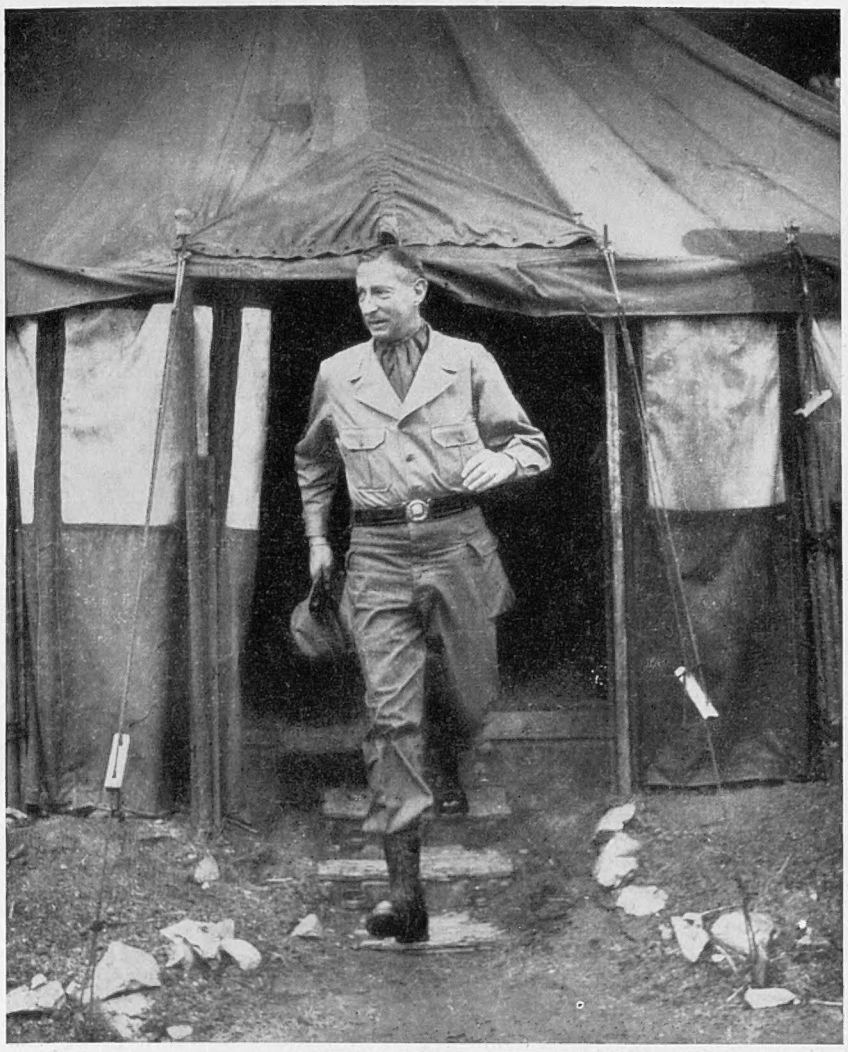


TROUBLE-MAKERS INTERRUPT A MEETING IN WEST BERLIN CONDEMNING COMMUNIST KIDNAPPINGS: The open kidnapping by Communists of Dr. Walter Linse, a member of the "free lawyers" organisation, as he was leaving his home brought the rising tide of protest by Western Berliners to a climax. Last week, a meeting was held to demonstrate against all such incidents. It proved a stormy affair. A number of Communists in the crowd tried to break up the rally. They were set upon by anti-Communists and beaten up. West Berlin police, who came to the rescue of the Communists, were also attacked. It was not until orders were given to the crowd over loud-speakers to avoid such provocation that comparative peace was restored. After the rally, fighting broke out again in neighbouring streets, where Communists from East Berlin had gathered to disseminate Communist propaganda among the crowd.

ERNST REUTER CONDUCTS THE PROTEST MEETING IN FRONT OF WEST BERLIN'S CITY HALL: A section of the great crowd which assembled on Schoneberg Town Hall Square last week to hear speeches demanding "The freedom of Dr. Linse and all other kidnapped peoples." The meeting produced a serious outbreak of violence in the crowd.

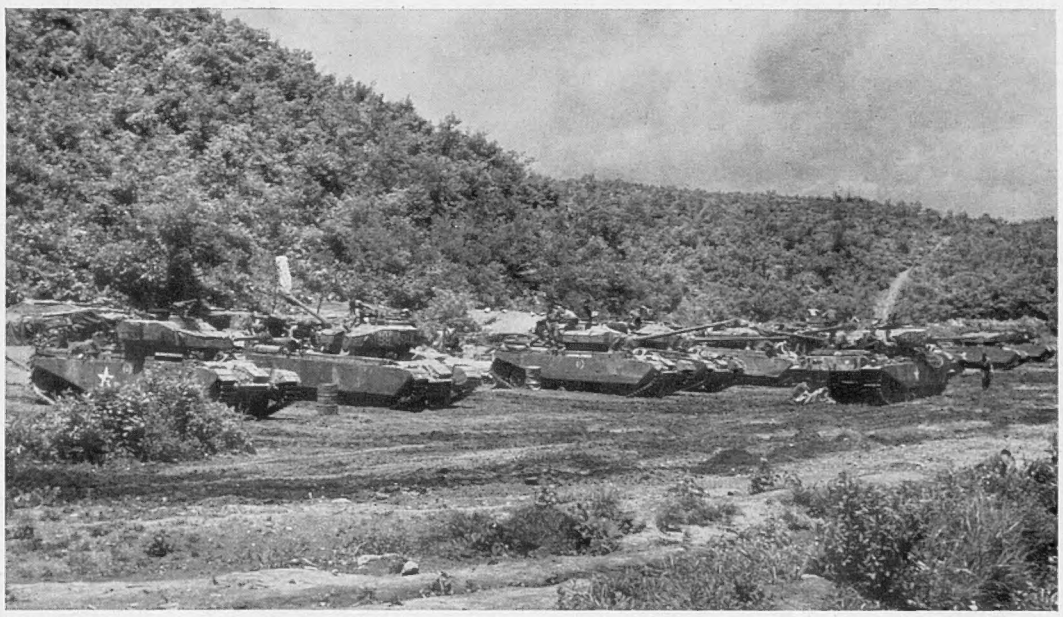
NEWS PICTURES FROM KOREA

The Commander-in-Chief Visits the Commonwealth Division; British Armoured Reserves; Decorations for Belgian Troops

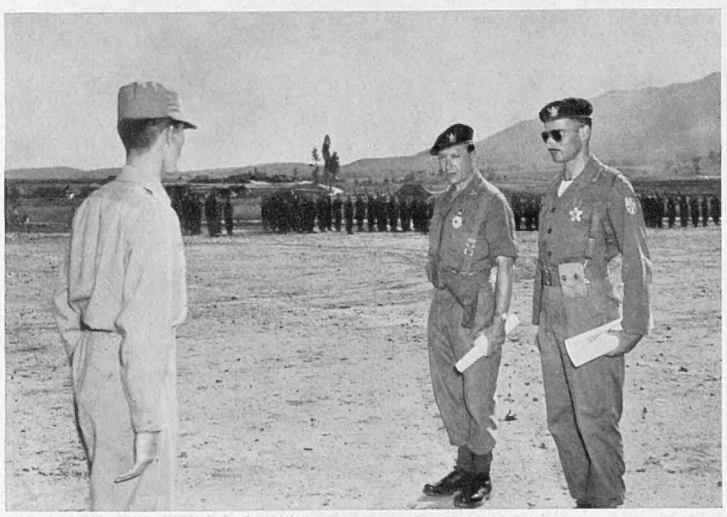


GENERAL MARK CLARK, COMMANDER-IN-CHIEF OF UNITED NATIONS FORCES IN KOREA, PAYS A VISIT TO THE 1ST BRITISH COMMONWEALTH DIVISION : The General is seen leaving " A " Officers' Mess after taking coffee with some of the senior officers of the Division, which he was visiting for the first time.

SENIOR OFFICERS OF THE 1ST BRITISH COMMONWEALTH DIVISION IN KOREA WITH GENERAL MARK CLARK, DURING HIS VISIT TO THE DIVISION : Included in this group are Brigadier A. H. G. Ricketts, Commander of the 29th British Infantry Brigade; Major-General A. J. H. Cassels, General Officer Commanding the Commonwealth Division; General Mark Clark; Brigadier J. F. MacDonald, Commander of the 28th British Infantry Brigade; General James A. van Fleet, Commander of the American 8th Army; Lieut.-General J. O'Daniel, Commander of the 1st U.S.A. Corps; Brigadier M. P. Bogert, Commander of the 25th Canadian Light Infantry Brigade; and Brigadier W. G. H. Pike, Commander of the Commonwealth Division Artillery.



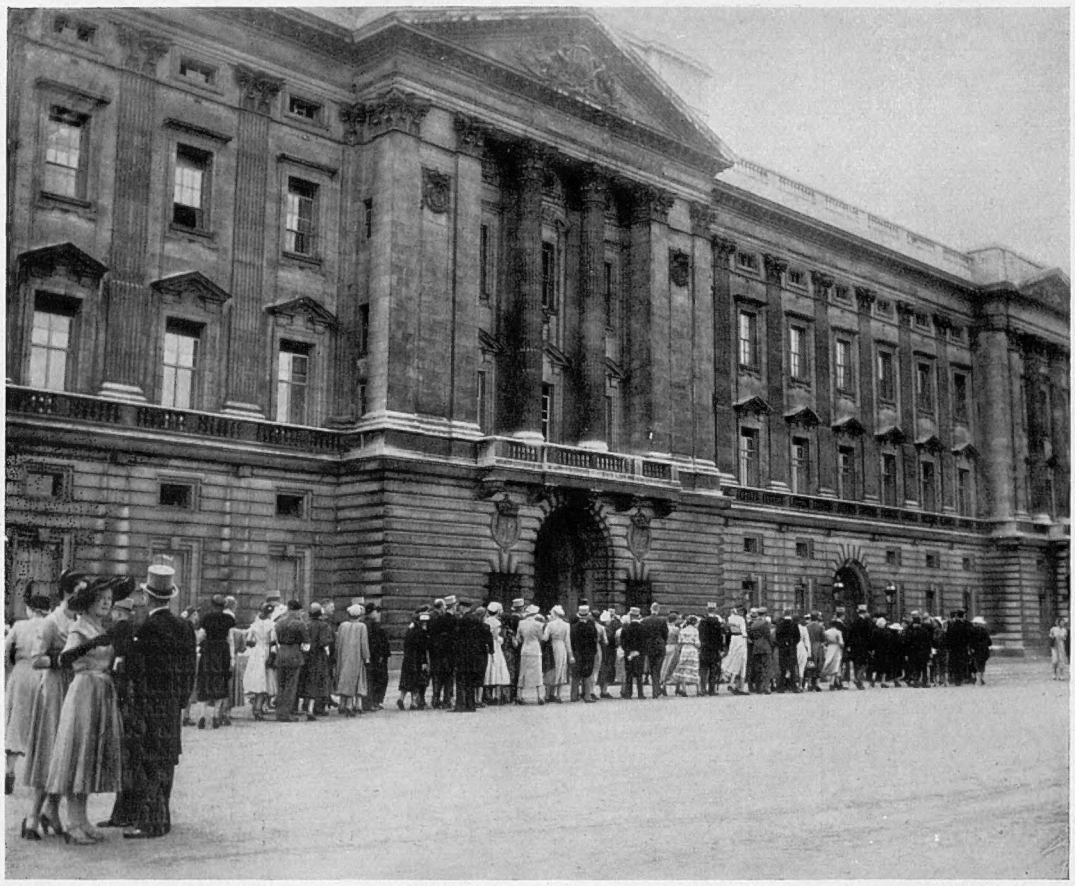
A RESERVE SQUADRON OF THE 5TH ROYAL INNISKILLING DRAGOON GUARDS IN KOREA : *On left*—The crew of a Centurion tank loading shells into the massive gun turret. *On right*—Against a background of the quiet Korean countryside the crews of the Dragoons' heavy tanks busy themselves with maintenance jobs in preparation for whatever onslaught the Communists may have up their sleeves. Behind the intransigent screen of Panmunjom the Red Forces of China and North Korea have been building up enormous reserves. Diplomacy and adequate defence go hand-in-hand in an effort to ensure that they will never be used.



BELGIAN SOLDIERS RECEIVE KOREAN DECORATIONS DURING A CEREMONY "SOMEWHERE IN KOREA" : Colonel Kim Wan Yong, representing Lieut.-General Lee Chong Chan, Chief of Staff of the South Korean Army, steps back after decorating two Belgian soldiers. They are Major Albert Guerisse (left), Senior Medical Officer with the Belgian Command, who received the Choong-Mu Medal, Second Class, and Warrant Officer Jacques Triest, who received the Hwa-Rang Medal, Third Class. *On right*—During another part of the ceremony Colonel Yong pins the streamer of the Republic of Korea Presidential Unit Citation to the colours of the Belgian United Nations Command.

BUCKINGHAM PALACE GARDEN PARTY

The First Afternoon Party of the New Reign Brings 7,000 Guests to the Palace and its Spacious Lawns



THE QUEEN AND THE DUKE OF EDINBURGH WALK AMONG THEIR GUESTS AT THE FIRST GARDEN PARTY OF THE SEASON AT BUCKINGHAM PALACE : It was an afternoon of sunshine, and the ladies who were present wore their lightest and brightest frocks. The Queen wore a cap-sleeved dress of chenille-spotted white organza and a cap of swathed silk decorated with lilies of the valley. This was the first public appearance of Prince Philip following an attack of jaundice. *On left*—Some of the guests passing through the Palace forecourt as they arrived for the garden party.

THE QUEEN WITH HER GUESTS : Her Majesty on the lawns of Buckingham Palace as a series of presentations were made by the Lord Chamberlain. The Duke of Edinburgh, Princess Margaret and the Duke and Duchess of Gloucester also moved among the guests separately, and later in the tea pavilion formal presentations were made to the Queen. Among the first guests whom the Queen received on this memorable afternoon were tenants of the Royal Duchies of Cornwall and Lancaster.

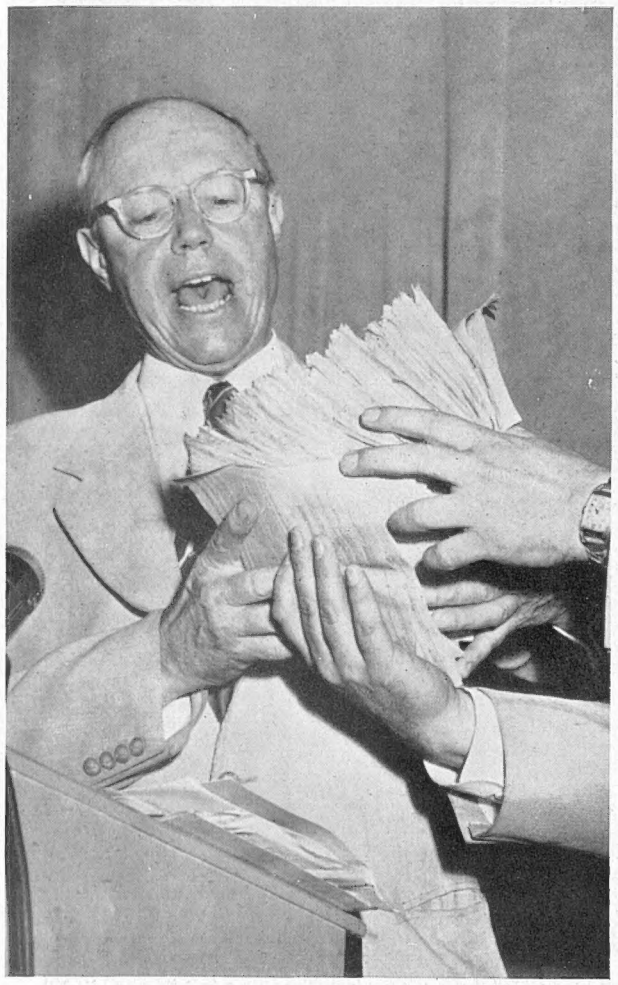
THE QUEEN RECEIVES: Her Majesty, a radiant figure in white organza, with two of her many guests at the garden party on the lawns of Buckingham Palace. The Earl of Clarendon, the Lord Chamberlain, stands on the Queen's left hand and the Duke of Edinburgh is a pace behind her Majesty. Among those who accompanied the Queen on her tour of the lawns were the King of Iraq, the Crown Prince of Jordan, and the Emir Hussein.

On right—

WALKING TO THE TEA PAVILION FOLLOWING AN AFTERNOON OF MANY INTRODUCTIONS: The Queen and the Duke of Edinburgh accompanied across the lawns of Buckingham Palace by the Earl of Clarendon and followed by Princess Margaret and the Duke of Gloucester.

CHICAGO PANDEMONIUM

SOME HIGHLIGHTS OF THE REPUBLICAN CONVENTION BEFORE THE NOMINATION OF DWIGHT EISENHOWER AS THE PARTY'S PRESIDENTIAL CANDIDATE



MR. REPUBLICAN TRIES TO PROVE HIS POINT: Senator Taft displaying a bunch of telegrams pledging support to his candidature. This was one of the ways in which he tried to convince a Convention Press conference that his nomination would come to pass on the first ballot. For months Senator Taft toiled throughout the length and breadth of America to win support for his campaign.

THE MAN WHO DELIVERED THE KEYNOTE SPEECH AT THE REPUBLICAN CONVENTION: General MacArthur, the Supreme Commander in the Far East whom President Truman dismissed, seen on his homeward journey after speaking at the Convention, where he delivered a ringing indictment of the foreign and domestic policies of the Truman administration. General MacArthur's speech was not hailed as a triumphant success, and provided, indeed, some embarrassing moments for the Republican leaders who have drafted the party's new policies.

On left—

IKE IN CHICAGO: The General acknowledging the cheers of campaign workers whom he addressed at a down-town meeting during the Convention, thanking them for all their hard work in furthering his cause.

THE PACKED CONVENTION HALL IN THE CHICAGO STOCKYARDS, WHERE THE REPUBLICANS MET TO PICK THEIR CANDIDATE: Behind the rostrum the light plays on the portrait of Abraham Lincoln, first and greatest of the standard-bearers of the Republican Party. Spread throughout the Convention Hall are seen the banners of various delegations from the States. As soon as the Republicans left Chicago the Democrats moved in for their own Convention.

GOVERNOR DEWEY OF NEW YORK IN THE CONVENTION HALL: The man who twice won the Republican nomination and who this time backed Eisenhower, seen with leading Republicans during the days of speech-making in Chicago. Dewey worked hard behind the scenes to secure Eisenhower's nomination on the first ballot.

THE LAST REPUBLICAN PRESIDENT OF THE U.S.A. APPEARS AT THE CONVENTION: Ex-President Hoover, the target of newsmen as he arrived in Chicago. He delivered an address on foreign policy in the opening days of the Convention, declaring that he came in the role of peacemaker.

GENERAL RIDGWAY COMES TO LONDON

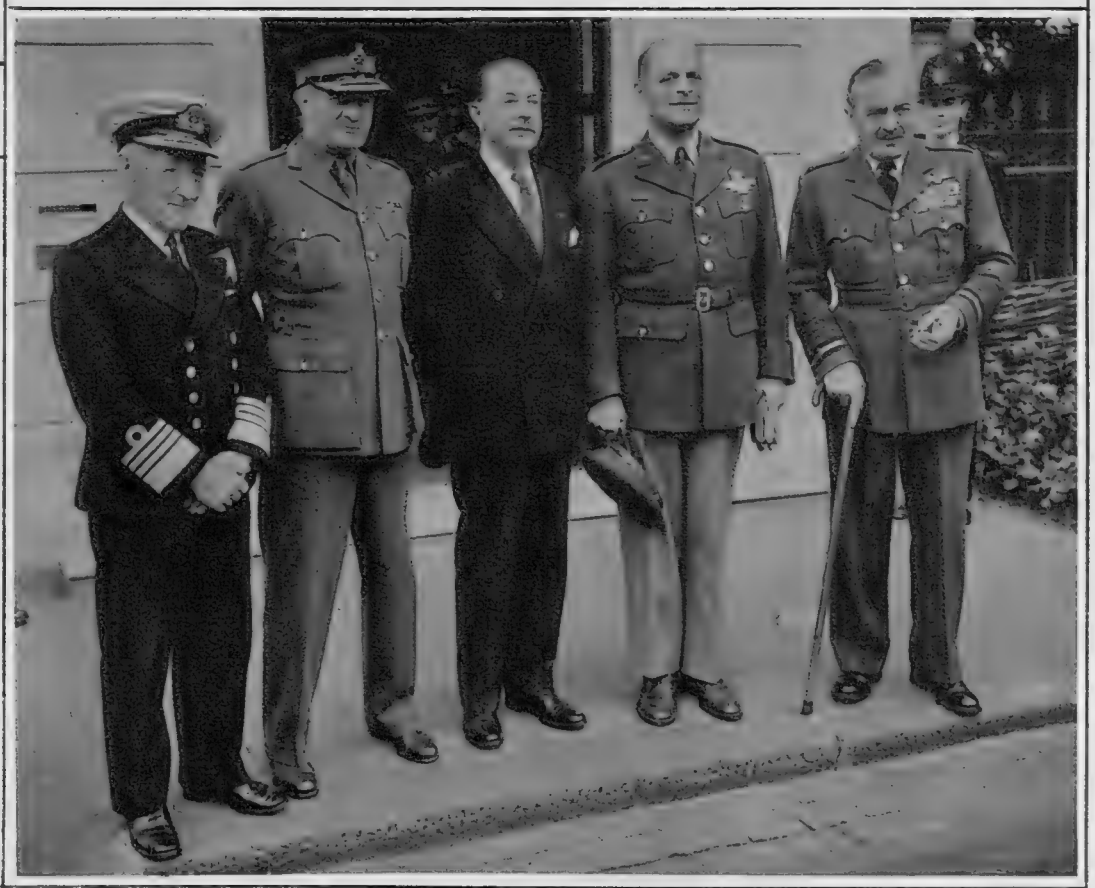
The Supreme Commander's Official and Unofficial Welcome

THE SUPREME COMMANDER AT LONDON AIRPORT: *Left*—General and Mrs. Ridgway walking from their plane after arrival from Paris. *Right*—The General completing his inspection of the R.A.F. guard of honour. The purpose of General Ridgway's visit was to acquaint himself with British problems arising from participation in European defence, and to exchange views with British Service chiefs and political leaders. Hundreds of pamphlets headed "Britons Never Shall be Slaves" were scattered in front of General Ridgway as he arrived at the airport. They were thrown by Communists who had jumped the boundary fence of the public enclosure. Seven persons were detained. A police official stated that they would appear in court at Uxbridge. There were further demonstrations against General Ridgway outside the American Embassy in Grosvenor Square on the evening of his arrival. Five people were arrested and charged under the Public Order Act.

SUBDUING A DEMONSTRATOR AT LONDON AIRPORT: Holding down one of the Communists who jumped the fence and scattered leaflets at the time of General Ridgway's arrival.

THE LEAFLET DEMONSTRATORS: *Left*—A Communist youth being followed by the police as he made a dash for the plane in which General and Mrs. Ridgway landed at London Airport. *Right*—Some of the leaflets which were scattered about the airport.

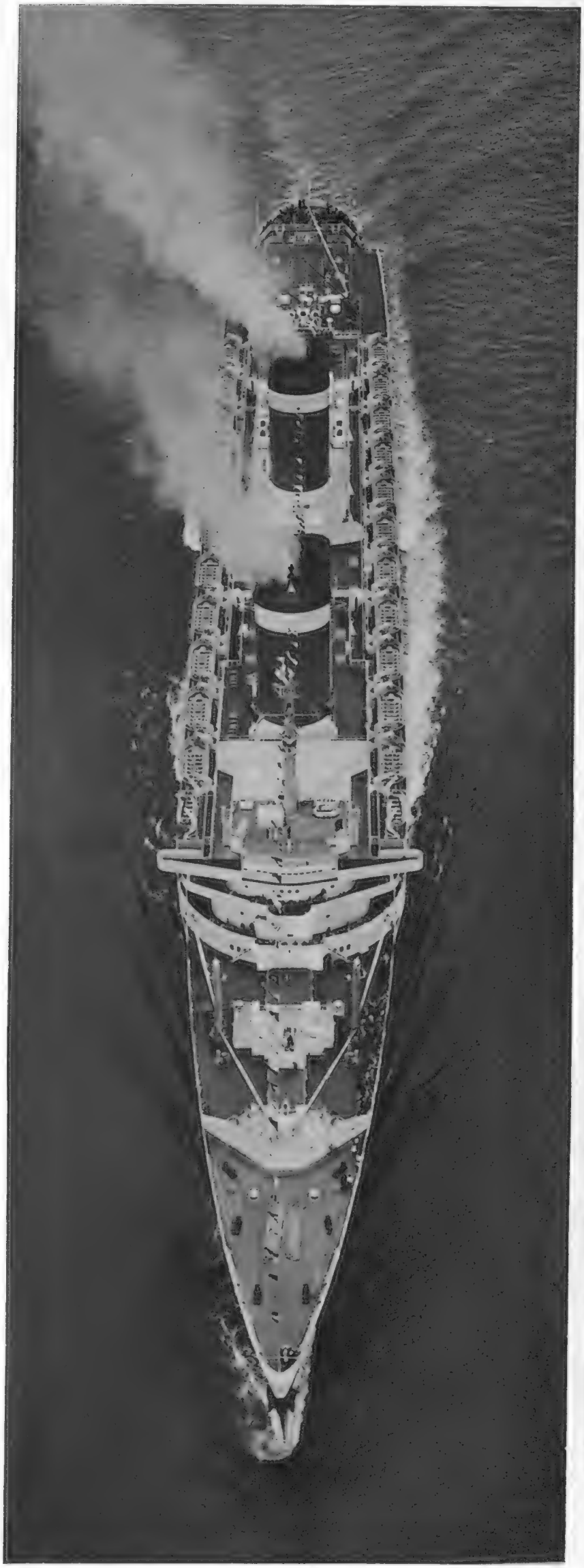
THE SUPREME COMMANDER IN THE WEST WITH BRITAIN'S MINISTER OF DEFENCE: General Ridgway is seen shaking hands with Lord Alexander after they had lunched together at the Minister's home in Carlton Gardens. This was General Ridgway's first visit to Britain for six years.



MEMBERS OF THE DEFENCE MINISTER'S LUNCHEON PARTY OUTSIDE CARLTON GARDENS: Lord Alexander seen with his guest of honour, General Ridgway, and the three British Service chiefs, Admiral Sir Rhoderic McGrigor, First Sea Lord, Field Marshal Sir William Slim, Chief of the General Staff, and Marshal of the Royal Air Force Sir John Slessor, Chief of the Air Staff. After this luncheon General Ridgway went off to the meeting of the Chiefs of Staff. On the following day he was received by the Queen.

THE WORLD'S FASTEST LINER DOCKS AT SOUTHAMPTON

The S.S. "United States" Receives a Great Welcome After Her Record-breaking Atlantic Crossing



THE S.S. "UNITED STATES" NEARS SOUTHAMPTON AFTER HER RECORD-BREAKING PASSAGE OF THE NORTH ATLANTIC: The American liner, dressed overall and escorted by tugs and pleasure boats, nearing journey's end. She had set up a new eastbound Atlantic record of 3 days 10 hours 40 mins. at an average speed of 35.59 knots. *On left*—An overhead view of the liner approaching Southampton at less than half-speed. This picture shows the slender lines of the new greyhound of the North Atlantic.

The 53,000-ton liner *United States*, described by one correspondent as an ultra-modern, chromium, air-conditioned, streamlined Park Avenue apartment afloat, received an appropriate welcome at her eastern terminal port, Southampton, when she arrived last week after her record-breaking voyage in which she so convincingly beat the times set up by the *Queen Mary*. All on board the *United States* were deeply impressed by her performance, the lack of vibration even at high speeds being most remarkable. Even when travelling at 36 knots only slight tremors could be felt in the public rooms, and, although the voyage was made in ideal conditions, there is no doubt that here is a new champion brilliantly designed for the purpose in hand. Commodore Manning, Mr. Gibbs, the ship's designer, and Major-General Franklin, president of the United States Line, have all been non-committal about the liner's potentialities, but there seems to be a generally-held belief that should the occasion arise she could travel at a sustained speed of 40 knots. On the first passage a horse-power of 158,000 was developed. This guaranteed horse-power has probably been far exceeded by the builder.

PREPARING TO HOIST THE BROOMS AT THE MASTHEAD: Quartermaster Cecil Smith with the symbols of the new liner's supremacy.

THE RECEPTION FOR THE S.S. "UNITED STATES" AT HER OCEAN TERMINAL AT SOUTHAMPTON: Commodore Manning raising his cap in acknowledgment of the cheers as the great vessel came alongside the Southampton Ocean Terminal. After docking Alderman Burrow, Mayor of Southampton and Admiral of the Port, went aboard the liner to offer his congratulations. All ships in port acknowledged the new liner's achievement.

THE LAST MINUTES OF THE VOYAGE UP SOUTHAMPTON WATER: THE S.S. "UNITED STATES," WITH TUGS AND SMALL CRAFT ROUND HER, AS SHE APPROACHED THE DOCK AREA: It was at this moment that three long blasts on the ship's whistle were given, and all ships in port responded with a chorus of welcome. About 10,000 people watched the arrival from the balconies of the Ocean Terminal, the long, low bulk of which is seen in the background. The *United States* sailed in at almost dead low water. This is possible only because her draught is 27 ft. forward and 30 ft. aft. The *Queen Elizabeth* and the *Queen Mary* draw considerably more water.

A REPUBLICAN TRIUMVIRATE MEET IN CHICAGO: Mr. Joseph Martin, of Massachusetts, Senator Robert Taft, of Ohio, and Governor John S. Fine, of Pennsylvania, in conversation together at the Republican National Convention, where Taft made his determined bid for the Republican nomination—a bid which he set in motion many months ago when he began to stump the country, offering himself as the standard-bearer of the Old Guard Republicans. Senator Fine was one of the key figures at the Chicago Convention because he did not make his intentions clear from the outset, thus leaving Taft and Eisenhower to await his decision. This gave Senator Fine a highly desirable bargaining position. He came in on Eisenhower's side on the day before nomination.

TOULOUSE-LAUTREC AGAIN WALKS THE STREETS OF MONTMARTRE: Jose Ferrer plays the part of the little French artist and Colette Marchad that of his lover in the new film, *Moulin Rouge*, which is now being made by a British company working in Montmartre. Toulouse-Lautrec, scion of one of France's oldest families, died at the age of thirty-six, his life wrecked by the influence of alcohol, the result of years of absinthe and cognac-drinking in the bistros of Montmartre, the fires of his genius burnt out and the hopes of his romantic heart, that lay within his stunted, unprepossessing frame, inevitably unfulfilled. Pierre la Mure's *Moulin Rouge*, a biography of Toulouse-Lautrec in the form of a novel, was published last year and gave a brilliant account of the artist's career. Because of his stunted growth, Yvette Guilbert called Toulouse-Lautrec "the little monster."

CENTENARY TRIBUTES IN PARIS: General Ridgway shaking hands with General Weygand and, in the centre, Marshal Juin, at the recent ceremony at the École Polytechnique in Paris when the French Army celebrated the centenary of the birth of three military leaders who commanded French armies during the First World War—Marshals Joffre, Foch and Fayolle. The ceremonies were held in the presence of President Auriol and were attended by members of the Government. Bronze monuments to Marshal Joffre and Marshal Foch were unveiled by the President.

PERSONALITIES - - - -

A SURVEY of the FOREIGN NEWS

PRELUDE TO NOMINATION—CHEERS FOR EISENHOWER ON ARRIVAL IN CHICAGO FOR THE REPUBLICAN CONVENTION: The Republican favourite with his arms outspread as he was greeted by Nebraska supporters carrying such banners as "Ike, November Man, Not Also Ran," "Win with Ike," and "Nebraska for Ike." At this stage the tide was beginning to run in Eisenhower's favour, and he seemed much more confident than he had been.

Ninety-eight years ago several hundred men assembled under the oaks on Morgan's Forty, just outside Jackson, Michigan, and resolved that in view of the imminent danger "that Kansas and Nebraska will be grasped by slavery, to co-operate and be known as Republicans." That was the beginning of the great Republican Party in the United States, and two years later, at Philadelphia, the party held its first Convention, when it nominated John C. Fremont, pathfinder and soldier of fortune, for President of the United States. Fremont was beaten by Buchanan, but in 1860 the Republicans scored a victory with Abraham Lincoln, beyond doubt the greatest of all their standard-bearers.

In the past ninety-six years the Republicans have nominated twenty-four candidates for the Presidency and have elected fourteen—of whom three were elected twice. They have occupied the White House for long, uninterrupted stretches—twenty-four years to 1885, sixteen to 1913, and twelve to 1933, but for the last twenty years the only Republican leader to cross the White House threshold has been in the role of official caller or honoured guest. Last week at the 25th Republican Convention, the Republican Party sought to change its luck, and after listening to interminable speeches, it finally got down to the business of choosing its candidate, and as the day of decision neared, the struggle between the forces of Eisenhower and Taft became daily more impassioned and vituperative. Only in the epic battle of 1912 between Theodore Roosevelt and William Howard Taft has a struggle for the nomination indeed evoked such depth of bitterness.

THE TANKER WHICH THE DANES HAVE BUILT FOR THE RUSSIANS AND WHICH HAS CAUSED A DANISH-AMERICAN DISPUTE: The 13,000-ton *Asperon* in Burmeister and Wain's shipyard at Copenhagen as she was almost ready for delivery to the Russians. The United States has objected strongly against the proposed delivery.

Invoking what is known as the Battle Act, stipulating that United States aid be cut off from any country sending goods of primary strategic significance to the Soviet Union or its bloc of satellites, Washington has protested to Copenhagen against the delivery of the ocean-going tanker *Asperon* to Russia, and this despite the fact that the tanker contract was placed in 1948 before the Battle Act came into force. The Soviet Union, it is understood, has almost finished paying for the tanker and delivery could be effected at an early date. Meanwhile the keel of a second tanker has been laid. The Russians from the outset undertook to furnish steel and timber for the construction of these vessels, and these deliveries have been made regularly since the contract was signed. At the time of writing, the Danes are saying that they cannot see how they can revoke the contract, while the Americans, for their part, are no less concerned at the prospects of ending economic and military assistance. The Battle Act does provide a loophole, however, for the President has the right to continue aid if he deems it to be in the interests of the United States.

in PICTURES:

Prelude to the Republican Nomination; The Danish Tanker Affair; Treasures of Nippur; Dancing at Chambord

AT WORK IN THE DIGGINGS AT NIPPUR, NEAR BAGDAD, WHERE SO MANY REMARKABLE FINDS HAVE BEEN MADE: Workers unearthing pottery and inscribed tablets in the ancient city, which is proving such a source of treasure for the joint archæological expeditions of the University of Chicago and the University of Pennsylvania Museum.

The Sumerian city of Nippur, Central Babylonia, has yielded some truly remarkable finds since the Americans began work there in 1949, and the work still goes on. Some of the treasures date back to over 2000 B.C., and the newly-excavated temple of the god Enlil dates back to 2200 B.C. Nippur lies to the south of modern Bagdad, and is a cradle of civilisation. It was examined by Layard in 1851, and excavations by Peters, Haynes and Hilprecht in 1889-1900 revealed a continuous history from reed huts on Neolithic marshes to palaces of Parthian kings. A centre of religion and learning, its Enlil temple ultimately became a Seleucian fortress. Nippur's yield of clay tablets during earlier excavations included 40,000 temple records and 730 business documents of brokers and bankers of Persian kings of the fifth century B.C. The finds since 1949 have been hardly less remarkable than those in the past, and much valuable digging has been done on the temple site and in the quarters of the Sumerian scribes who wrote the clay tablets dating from 1800 to 1900 B.C. These scribes were preserving a literature which was already old in their own day. It had been transmitted from one generation of story-teller or priest to another for 3,800 years before being given permanence on clay tablets. Fewer than a dozen men in the world to-day are able to read the ancient cuneiform writing of the Sumerian scribes, who were an indispensable part of society in temple and administrative business.

A GRACEFUL INTERLUDE IN THE LOUIS XIV SALON AT THE CHÂTEAU DE CHAMBORD, IN THE LOIRE VALLEY: Tamara Toumanova, of the Paris Opera, dancing Pavlova's celebrated "Swan Lake" part at a gala entertainment given recently at the château and attended by President Auriol. Chambord is a château of 365 rooms and as many chimneys and turrets. It seems that Francis I built it as a showpiece, but he scarcely lived there at all. Louis XIV, a restless figure, sojourned for a brief while at Chambord with Louise de la Vallière. Molière wrote his immortal play, *Le Bourgeois Gentilhomme*, at this castle, and he afterwards staged it there. It is said that the King did not care much for the show until some lusty horse-play was introduced by the author.

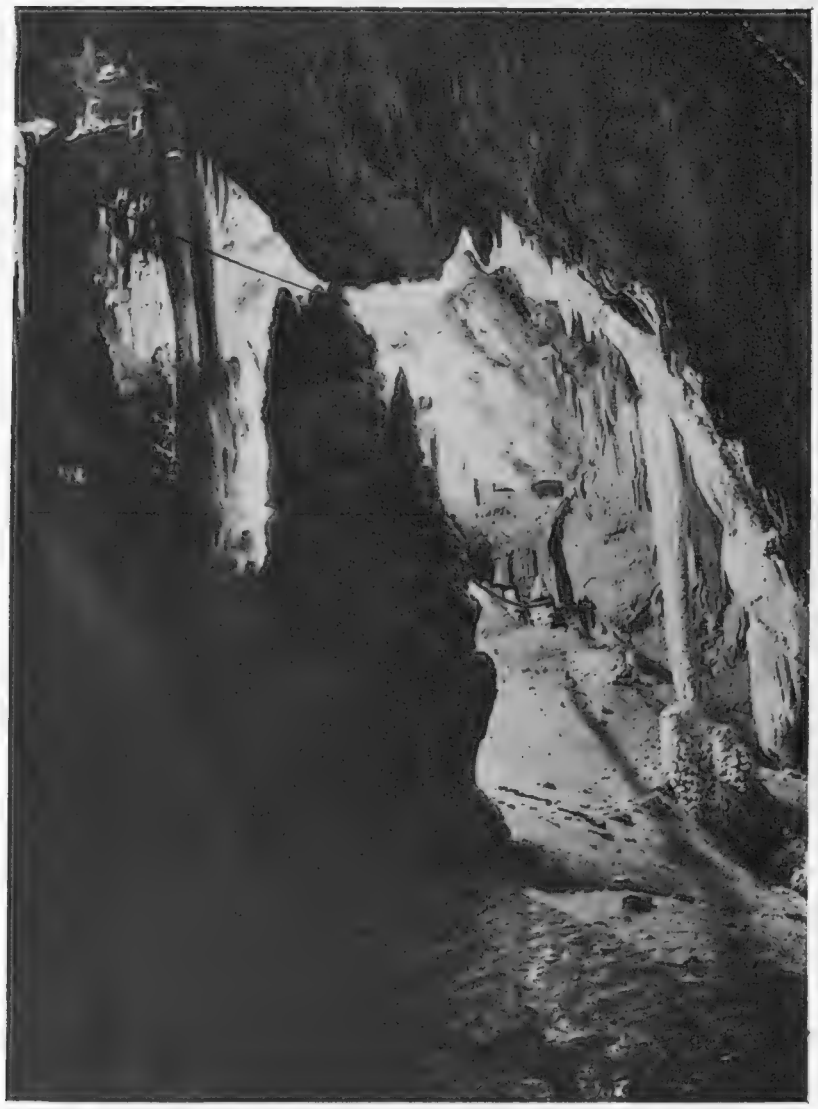
THE NEW PRESIDENT OF THE ITALIAN SENATE: Signor Giuseppe Paratore, who has been chosen to succeed Signor Enrico de Nicola, who resigned in June shortly after a Deputy had accused him of changing the wording of a law after it was passed. Paratore, who was born in Palermo, is a specialist in law and finance. Signor de Nicola, a lawyer, was President of the Chamber of Deputies from 1920-23 before the Fascist regime, and became provisional President of the post-war Italian Republic on June 28, 1946, and officially assumed the Presidency with the coming into force of the new Italian Constitution in 1948.

THE MAN WHO REACHED WITHIN 900 FT. OF THE SUMMIT OF EVEREST: M. Raymond Lambert (centre) seen with his leader, Dr. Edouard Wyss-Dunant (right), on returning to New Delhi after the abandonment of the Everest Expedition. On May 28 Raymond Lambert, accompanied by a Nepalese porter, reached the highest point so far attained. They could get no farther because of the intense difficulty in breathing, and the wind was so strong that they found it hard to maintain a footing. Dr. Wyss-Dunant definitely confirms the fact that Everest is growing in height as a result of the movement of the earth's crust. Calculations indicate that the present height is 29,610 ft., and it is still going up. The Surveyor-General of India gives the height as 29,002 ft. In an interview on his return to India Dr. Wyss-Dunant declared: "Our party on Everest saw ice towers breaking off and huge crevasses opening. They had to fell trees in several places to cross the crevasses." On the heights the expedition found only eagles and crows. Asked whether the party found any trace of the "Abominable Snowmen," he said they found five footprints 10½ ins. long and 6½ ins. broad.

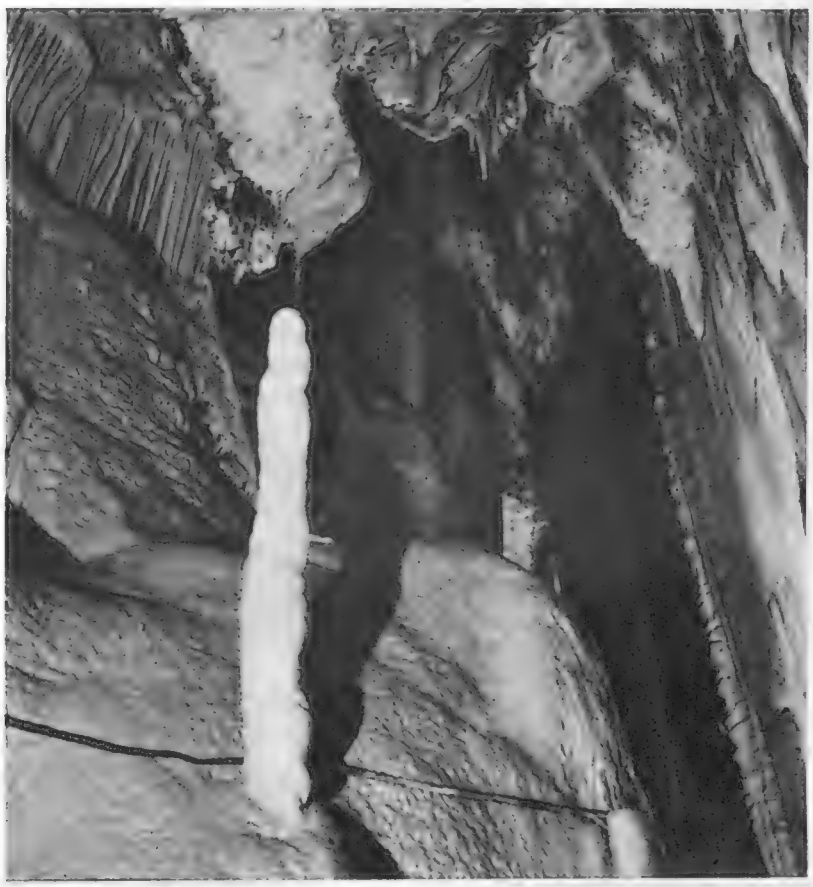
AVIATRIX NO. 1: Mlle Jacqueline Auriol, daughter of the President of the French Republic, who has been awarded the Harmer Foundation Prize as the best woman pilot of the year. The announcement was made in New York, and she will go to the White House to receive the award from Mr. Truman.

WITHIN the MAGIC GROTTOES of GIBRALTAR

First Pictures of the Spectacular Caverns Beneath the Famous Rock



IN ONE OF GIBRALTAR'S MAGIC GROTTOES: It is not generally known that below the Rock of Gibraltar there is a series of remarkable caverns, discovered by chance during the war, when new galleries were being bored for the storage of munitions. The only entrance to the grottoes is at the very summit of the Rock, inside the military security zone. A permit is required to enter this zone, and a further permit to enter the caves. Each visitor must be accompanied by an N.C.O. of the Military Police. As a result, the caves are rarely seen by tourists, and are not equipped for easy inspection. There is little light, and only damp guide-ropes to keep the explorer on the "path." For part of the way he must crawl through a long tunnel with a diameter of about 3 ft. Whatever the difficulties of viewing them, the caves are of great interest to lay visitors as well as to geologists. The Rock of Gibraltar (covered by shale on the west) is limestone, of the Lower Jurassic Age. Other caves have been discovered in the past, including one in which were found the remains of twenty-five different mammals.



TWO STALACTITES WHICH HAVE FUSED TO MAKE AN IMPRESSIVE COLUMN: It is rare for a single stalactite to be more than 2 ft. thick, but these two were both beyond those dimensions. The rate of growth is difficult to determine, but it can be assumed that these stalactites are several thousands of years old.

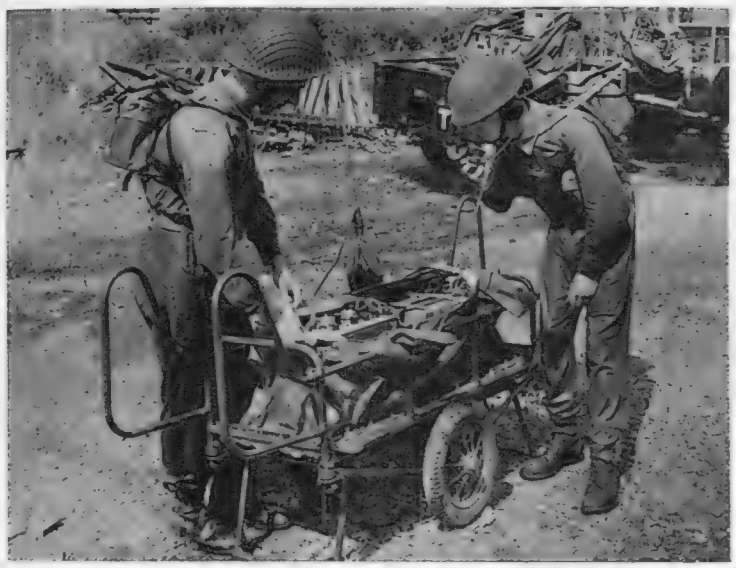
ROPES HELP THE VISITOR ROUND THE AWKWARDLY-PLACED ROCKS WITHIN THE GROTTO: The grotto glistens with moisture as the slow but steady growth of stalagmites and stalactites goes on all the time. *On left*—A spectacular grotto formation.

SIGNALLING IN THE ARMY

A DEMONSTRATION OF NEW DEVELOPMENTS IN MILITARY SIGNALLING EQUIPMENT AT A HAMPSHIRE RESEARCH ESTABLISHMENT

THREE RADIO SETS OPERATE, FULLY SUBMERGED, AS A LAND-ROVER AND TRAILER ARE DRIVEN THROUGH A TEST TANK AT THE MINISTRY OF SUPPLY'S SIGNALS RESEARCH AND DEVELOPMENT ESTABLISHMENT AT HIGHCLIFFE, NEAR CHRISTCHURCH, HAMPSHIRE: On the vehicle are waterproofed radio sets 19 and 88 for armoured fighting vehicles and in the trailer a Canadian 52. The drive through the test tank formed part of a display of new developments in military signalling experiments at the Establishment. The new system of waterproofing also enables receiving and transmitting radio sets to be carried through rivers and then be ready for action within a few minutes on arriving at the other side.

WADING THROUGH A MOCK RIVER WITH A HAND-CART BEARING A RECEIVING AND TRANSMITTING RADIO SET: Signalman Derek Bamber, of Islington, and Signalman Brian Watts, of Cambridge, were taking part in the demonstration at Highcliffe. The wireless set will be ready for use within a few minutes of reaching dry land.



PUTTING THEIR WATERPROOF SET INTO ACTION: The two signalmen, who only a few moments before were trudging through the test tank, prepare their No. 22 portable wireless set for immediate operation.

THE 5-CWT. LAND-ROVER DRAWING A 10-CWT. TRAILER ABOUT TO LEAVE THE TEST TANK AT THE RESEARCH ESTABLISHMENT FOLLOWING THE DEMONSTRATION OF THE WATERPROOFING OF THE RADIO SETS: The Land-Rover is fitted out as a complete wireless station, while the trailer is used to carry additional equipment. Also taking part in the demonstration was a 3-ton truck containing two complete wireless stations plus one additional receiver.

TESTING A WIRELESS SET IN A TEMPERATURE OF 40 DEGREES: An Australian No. 153 wireless transmitter and receiver is tested in the "low temperature" chamber at the Research Station by Mr. William Childs, one of the Experimental Officers.

SHIPYARDS AND ENGINE WORKS ON BOTH BANKS OF THE WEAR AT SUNDERLAND; DRAWN BY JACK MERRIOTT: The Wear shipbuilders tend to concentrate on cargo-ships, colliers and tankers. Among the most go-ahead Sunderland firms are Bartrams, Thomsons and Oxfords, whose adoption of prefabrication by welding has been on an extensive scale. Unique lifting facilities at these shipyards have helped to make prefabrication an outstanding success, vast sections being handled at one time.

BRITAIN BUILDS THE SHIPS

An Account of a Mighty Industry in Which Our Leadership is Not Directly Challenged, Although Ex-enemy Countries are Beginning to Develop Their Yards Rapidly

By A. C. HARDY, B.Sc., M.I.N.A., F.R.G.S.

WITH SPECIAL DRAWINGS BY JACK MERRIOTT AND WINSTON MEGORAN

TO few nations is seagoing of greater importance than to Great Britain, and yet, while ship-lovers abound and shipping and shipbuilding employ thousands of men and women, the general public tends to take its ships very much for granted. How many Londoners see anything of the myriad types and sizes in the port other than by casual ocular encounter from Westminster or London Bridge? How many citizens realise the immense export value of British shipbuilding? And how many know that Great Britain builds annually not only more ships than any individual nation, but that she regularly completes for sea between 30 and 40 per cent. of all the ships launched in the world? Her contribution in 1951 alone amounted to over 3,500,000 gross tons of all types and sizes. It may well be that their indifference, or apparent indifference, is bred of familiarity; ships have been so long in our national blood that they no longer excite comment. Generations succeeding each other have seen the change from wooden walls to iron sides, from iron to steel, from copper sheathing and nail-fastening to rivets, and now from rivets to welding; the introduction of new materials, the increasing employment of light metals; the passing of coal as a fuel for propulsion; reciprocating machines giving way to rotary, and—who knows—within the life-span of many readers of this review the dawn of atomic propulsion?

It is my task here, however, to be factual rather than speculative, and to attempt to crystallise for those who are familiar, in whole or in part, with the shipbuilding scene, and to introduce to those who are not some details in connection with Britain's vast and No. 1 industry: the production of ships, and of marine engines with which to propel them, not only for home consumption, but also for export overseas. In this latter connection, from the dawn of iron and later of steel shipbuilding, foreign countries have consistently come to Great Britain to design them and to build them new ships. Some of the most famous record-breakers under many flags have come from our shipyards in Belfast, on the Clyde, the Tyne, the Mersey, the Wear, the Tees and elsewhere. Even back to the American Civil War of the 1860's some of the fastest blockade-runners were built on the Mersey for the Confederates. The original Imperial Japanese Navy was almost entirely built up in British shipyards, and some of the most outstanding of transatlantic flyers of the last years of the nineteenth and early years of the twentieth century were either designed or constructed or engined in Great Britain.

In 1897 our engineers, thanks to the inventive genius of the late Sir Charles Parsons, produced the first practical sea-going steam turbine. In 1951, the first practical sea-going gas turbine propelled a tanker across the Atlantic, and our history of shipbuilding is a continuous record of new developments in design, record-breaking ships, evolution of new types, culminating at the present time in ships specially built for the carriage of aluminium ore, iron ore, oil, and the other bulk cargoes which are such an important factor in modern industrial and strategic life.

I have said that Britain is the largest shipbuilder in the world. It is also true that she can build, and has built, the largest individual ships in the world. The 83,673 gross-ton transatlantic mammoth *Queen Mary*, for example, is outstanding.

In 1951, the latest year for which complete statistics are available, the world total of ships of 100 gross tons and upwards launched, according to Lloyd's Register statistics, usually taken as the Bible in such matters, was 1,022 individual hulls, totalling 3,642,564 gross tons; from this total, 261 of 1,341,024 gross tons, a total of 36.82 per cent., came from the shipyards of Britain and Northern Ireland. No other shipbuilding country approached this figure within thousands of tons, but it is rather disturbing to note that the next two largest on the scale were our ex-enemies: Japan, with 85 ships of 434,286 gross tons, or 11.92 per cent. of the world total; and Germany, with 169 new ships of 318,339 gross tons, or 8.74 per cent. of the world total. It must be said that the British shipbuilding industry scarcely regards with equanimity this rapid return to merchant shipbuilding power of two of the most deadly enemies the Empire has ever been called upon to face in its long career. Another large builder was Sweden, with 77 ships of 404,067 gross tons, totalling 11.09 per cent. In the same period—by contrast—the American figure had dropped away from enormous record wartime outputs to a mere 64 ships with 165,883 gross tons, only 5 per cent. of the world total.

Before examining how the British total is made up by the contributions of the various shipbuilding districts, it is interesting to see something of this export business of new ships, of which I have written already. Of the 261 ships put into the water in 1951, no fewer than 100 of 602,262 gross tons were for registration in other countries: in other words, for export. The countries who were and, in general, are our customers, included such a diverse range as Argentina, Belgium, Brazil, Burma, Chile, Colombia, France, Holland, Iceland, Liberia, Norway, Panama, Peru, Portugal, Sweden, Uruguay and Venezuela. Of these by far the largest individual customer was Norway, which took delivery of 30 ships, totalling 308,787 gross tons. The importance of Norway as a customer for new ships may be judged by the fact that, apart from the British Commonwealth, which took 32 ships of 53,024 gross tons, the next on

SHIPBUILDING ON THE FIFESHIRE COAST: This aerial view shows the shipyard and outfitting berth of the Burntisland Shipbuilding Company, which has a fine record of post-war production. Up-river colliers, ore-carriers, and combined cargo, fruit and passenger vessels were among the new craft built by the Burntisland concern last year, when nine different classes of ship were under construction for home and overseas owners. Burntisland is on the Firth of Forth, lying about twenty miles from Edinburgh.

the list were Panama and Liberia, which took delivery respectively of 3 ships of 38,952 gross tons, and 5 ships of 72,299 gross tons. Neither is sea-going in any accepted sense of the word. They are rather "accommodation" countries, picked by owners elsewhere for registering their ships because of certain latitude in the manning and other ship-operating laws. The majority of Panamanian ships were either tankers or cargo-ships, whilst some of the Liberian ships were intended for the carriage of iron ore for organisations fundamentally American in origin. An important customer was France, with 3 ships of 20,410 gross tons. France herself is at the moment engaged in an export drive for new ships to be built in her own shipyards, but is making a neat compromise with the desire for foreign currency and the need for restoring her own merchant marine as quickly as possible.

All countries have been faced since the cessation of hostilities with the need for construction of new tonnage. In doing this, they have been faced with the knowledge that world economics, having introduced new materials and new requirements for their transport, do not permit of the construction of many of the familiar pre-war types, as was formerly the case. Among the many important ship types, however, are oil tankers, of which the world launched in 1951 a total of 145 of 1,537,760 gross tons. Of this total, 73, totalling 833,934 gross tons, were launched in British shipyards, more of them for registration in other countries than for home use. The total export tanker tonnage in British yards amounted to 40, with 493,795 gross tons. Though a tanker is perhaps not the most important type of ship in the world to-day, she is certainly one for which there is a very great demand, and that is an international one. A measure of the vitality of British shipyards at the time of writing is shown by the estimate of one of our most brilliant shipbuilders, Sir Wilfrid Ayre, who reminds us that building berths are booked to capacity for about four years ahead. Orders for new ships on hand are unprecedented in the history of the industry. The total is about 1,000 ships, measuring approximately 6,250,000 gross tons and valued at about £550,000,000.

It is a significant fact that though the types of ship required in seaborne trade change, the total amount of shipping launched in the world every year has varied but little since the turn of the century. Thus, according to Lloyd's Register Statistics, there was launched in the world in the year 1900, 1,364 ships, totalling 2,304,163 gross tons, to which Great Britain contributed 692, with 1,442,471 gross tons. This figure has gone up

(Continued on following pages)

A NEW MEMBER OF THE CLAN TAKES THE WATER: The cargo passenger motor-ship *Clan Macintyre* after being launched last November from John Brown's yard at Clydebank. She is the second of two new motor-ships built to the order of the Clan Line.

BRITAIN BUILDS THE SHIPS

(*Continued from previous page*)

and down in years of slump or depression, and according to the demands of war since that time. With the exception of war years, it has remained fairly constant at between 2,000,000 and 3,500,000 gross tons, the world figure of 1951, the beginning of the second half of the century being 1,022 ships with 3,642,564 gross tons, of which Great Britain contributed 261, with 1,341,024 gross tons. While the proportion of total tonnage contributed by British shipyards year by year has tended to decrease, this has not been due to any slackening in demand from British shipyards either for home consumption or for export purposes. Rather has there been a redistribution of the world's shipbuilding potentialities. The Scandinavian countries, for example, during the First World War were cut off from Great Britain, which had hitherto built lavishly for them, and so they developed their own efficient industries. In 1900, Sweden, for example, only launched 19 ships, with 5,735 gross tons total; in 1951 she put into the water a total of 77, with 404,067 gross tons. With other nations the story is the same, and it is partly the penalty of having builded so well for so many nations in the past. We have taught them their job and . . . the pupils have grown up.

The most ephemeral contact with our own shipbuilding establishments at the present day, however, would indicate that our designers are anticipating types and designs to the same extent as during the first half of the century. For example, British naval architects produced the first whale factory-ship; a special longitudinal construction for oil tankers; they were pioneers in the design and building of special refrigerator ships to carry meat and dairy produce—Empire food ships, they are called; they have long been famous for the skill with which they have devised and constructed the largest of passenger liners; the two first ships in the world specially designed to carry aluminium ore or bauxite in bulk came from British shipyards in 1950; the first stern-chute trawler which is also a fish factory is now building in Scotland. How many kinds of ship, in fact, do British shipyards build to-day? That is a more difficult question to answer than it is to pose, because if you examine a family tree of ship types you will be correct in the assumption that every kind listed has at one time or another been built in a shipyard on the Clyde, the Tyne or elsewhere in this country. Of these, the most expensive, the most intricate, are, of course, the passenger liners, and in this group the big transatlantic ships take pride of place.

Empire food ships have been mentioned already. The largest can carry upwards of 500,000 cubic feet of refrigerated produce, and shipyards in nearly all shipbuilding districts in Great Britain have specialised in their construction. The cargo-liner is the product of the increasing specialisation of the age and is intended to carry out some of the work formerly done by the tramp. The old tramp as we knew her in Kipling's day, of about 5,000 tons deadweight, 7 knots speed, coal-driven, dirty and ill-equipped, is giving way to the modern 10,000-tons streamliner, fast (12½ knots at least), oil-engined propelled and capable, according to demand, of operating on the liner routes. Some special cargo-ships which have been evolved are intended for lifting heavy weights, such as locomotives, rolling stock, pipe-lines for oilfields, small barges or tugs. The first ships specially designed for transporting heavy weights came from a shipyard on the Tyne in the early 1920's. In addition to bulk-carriers, such as ore and bauxite, the collier is naturally a prime product of the British shipbuilders' art. Formerly much coal was moved overseas from British mines in tramp ships which carried coal outwards and brought grain homewards. To-day there is a lapse of coal cargoes outwards, so tramps are turning to other duties. It would seem that the need for them has not diminished. The coastal and short sea trades need coal cargoes, specially the east coast routes from north-east coast ports. The approaches of the Thames Estuary are marked by a continual stream of ships of about 2,700 tons, with machinery aft, deep-loaded, on their way to London's power stations, and plying light on their way back to the north-east coast to load again.

The coastal and near-sea trades of Britain are of importance to an island nation and the ship types which correspond to passenger liners and ocean traders are the cross-Channel ships and the fast cargo-ships on the day or night services to the Continent. Most of them to-day are propelled by oil engines, because the oil engine is the most compact and economical method of propelling a ship of medium size. Many have special arrangements for handling their cargoes, destined to reduce turn-around in port, and all at the present time bear the stamp of up-to-dateness, with their curved superstructures, raked stems and cruiser sterns. The sea lanes must be kept open by good navigational aids and, to assist in this, British shipyards are continuously building lightships and dredgers, the latter being remarkable floating pieces of mechanism, some of which are self-sufficient in respect of the fact that they lift spoil which they remove from the sea bottom into holds in their hulls and steam with it out to sea, where it is deposited in certain well-defined areas. Then there are the large ship-handling tugs, whose duties are more confined to estuaries and harbours than they were in the days of sailing-ships, when they often went long distances to seek for them and bring them to port when they were becalmed.

Tugs are of three kinds to-day: large, ocean salvage tugs, such as the *Turmoil*, whose spectacular attempt to rescue an American cargo-vessel in the winter gale of 1950-51 will long be remembered; others are

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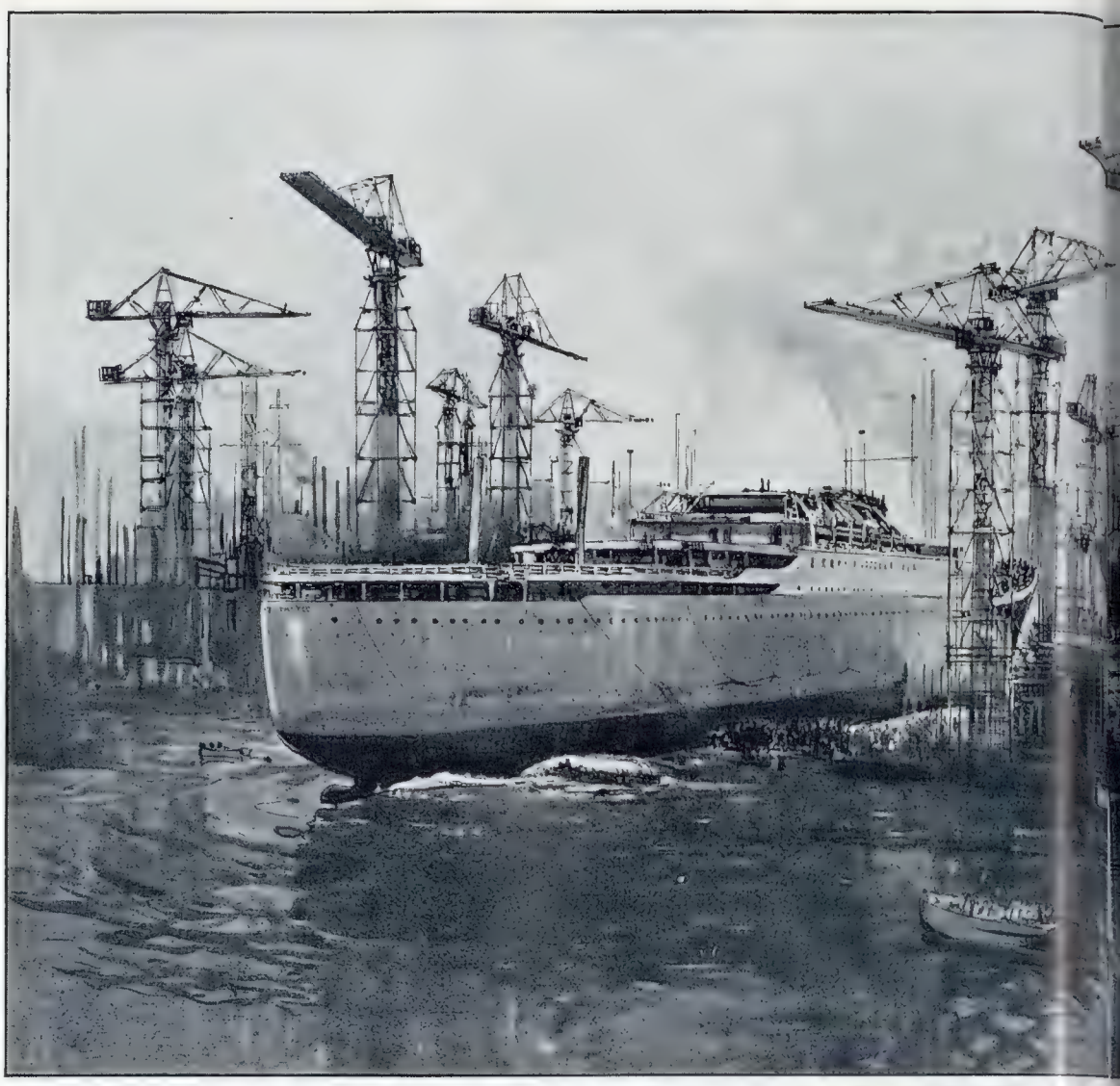
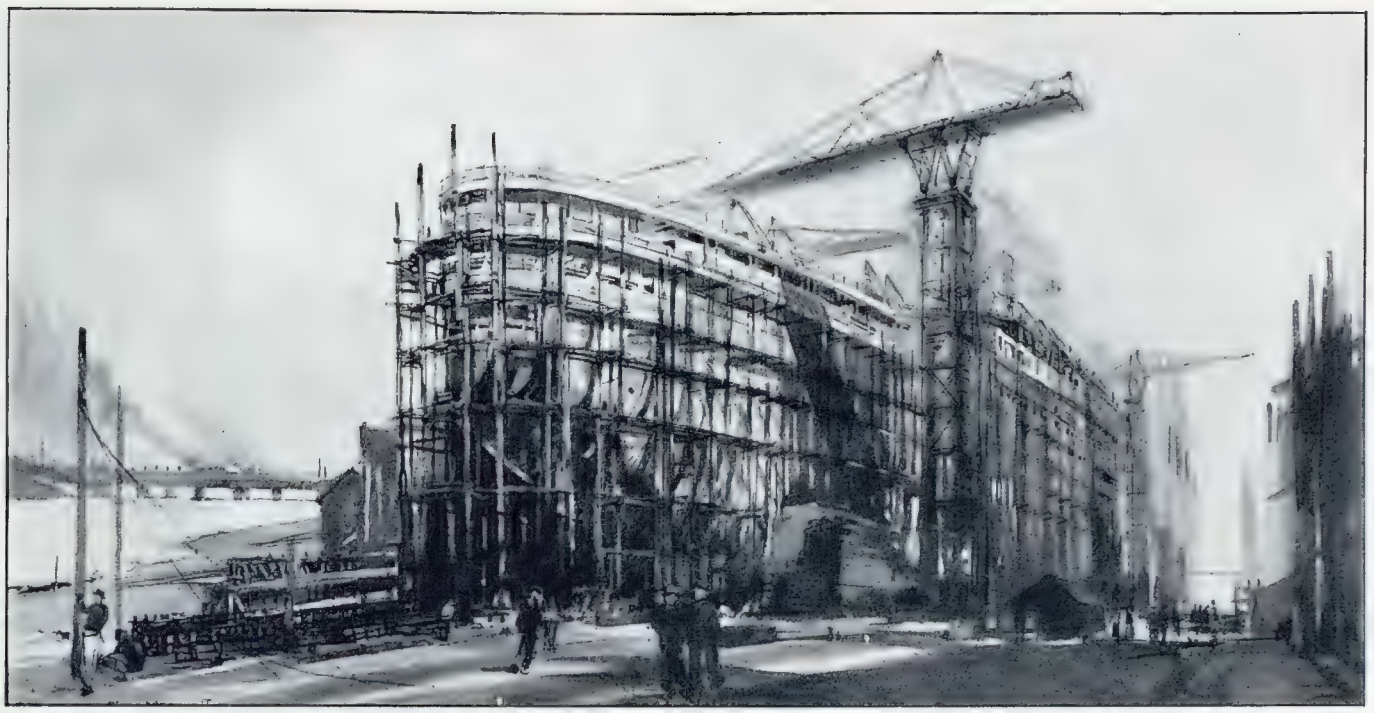


THE LAUNCH OF THE "BRAEMAR CASTLE"—A NEW UNION CASTLE LINER TAKING THE WATER FROM HARLAND AND WOLFF'S SHIPYARD AT BELFAST: The new vessel, with accommodation for 556 passengers, will be ready about the end of the year to take her place in the Union Castle's round-Africa service operating from Tilbury. This famous Belfast shipyard produced no fewer than ten ships, totalling 118,174 gross tons, in 1951.

On right—

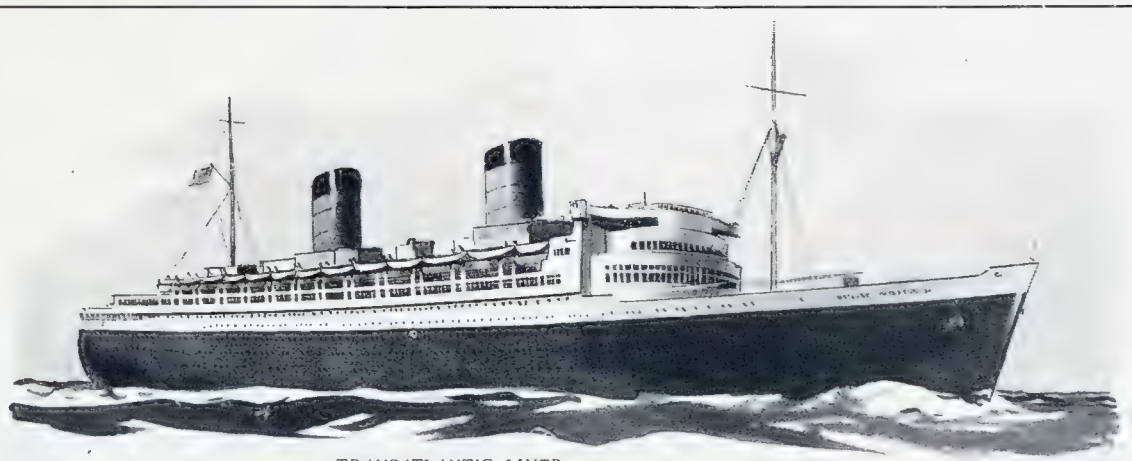
THE GREAT FAMILY OF MERCHANT SHIPS—A SPECIAL "SPHERE" DRAWING BY WINSTON MEGORAN: Here we see every kind of vessel from the giant transatlantic liner with the imposing superstructure and the greyhound lines to the tug, the pilot cutter and the trawler. The cargo-passenger liner is no modern development, but there has been an increasing emphasis on the production of these vessels since the last war.

SHIPS WHICH HAVE MADE HISTORIC VOYAGES IN MODERN TIMES: *Left*—The S.S. *Turbinia* of 1897, which used the first practical sea-going steam turbine, the invention of the late Sir Charles Parsons. *Centre*—The British-built triple-screw yacht *Emerald*, the first steam turbine vessel to cross the Atlantic. *Right*—The *Auris*, of 12,000 tons deadweight, which in 1951 crossed the Atlantic under gas turbine power, the first vessel of its kind to make such a voyage.—*Drawn by Winston Megoran.*



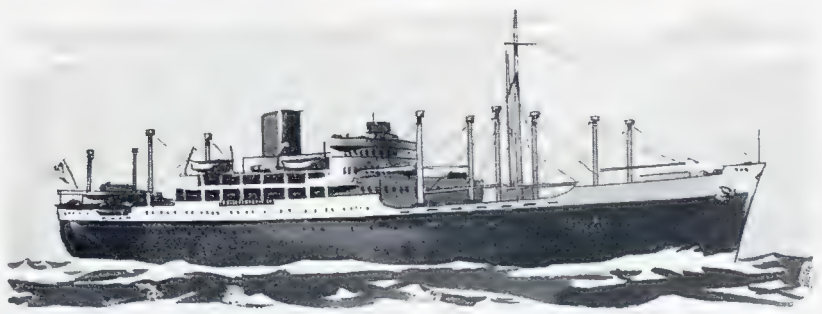
THE P. & O. LINER "STRATHMORE" APPROACHING HER TIME OF LAUNCHING AT BARROW-IN-FURNESS: This liner of over 23,000 tons was launched in 1935 and made her maiden voyage in the same year. She was launched by the Duchess of York (the present Queen Mother) and named in honour of the Duchess's father. Barrow has witnessed the building of some of the greatest liners on the Australian and Far Eastern services, also many warships. Barrow's rise from being a small village to an industrial centre was primarily due to the discovery of hæmatite ore in the neighbourhood.

OCEAN GOING

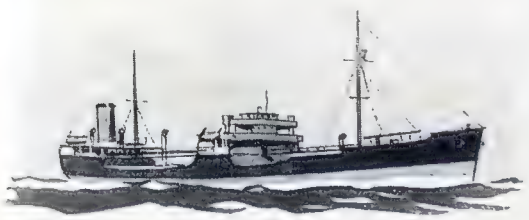


TRANSATLANTIC LINER

CITY OF PORT ELIZABETH—PASSENGER-CARGO LINER



EMPIRE FOOD SHIP



TANKER

HEAVY WEIGHT-LIFTING SHIP

FRUIT SHIP

NARROW SEAS

CROSS-CHANNEL STEAMER

COASTAL CARGO-SHIP

COLLIER (FLAT-IRON)

COASTAL TANKER

DREDGER

LIGHTSHIP

TUG

PILOT CUTTER

TRAWLER

BRITAIN BUILDS THE SHIPS

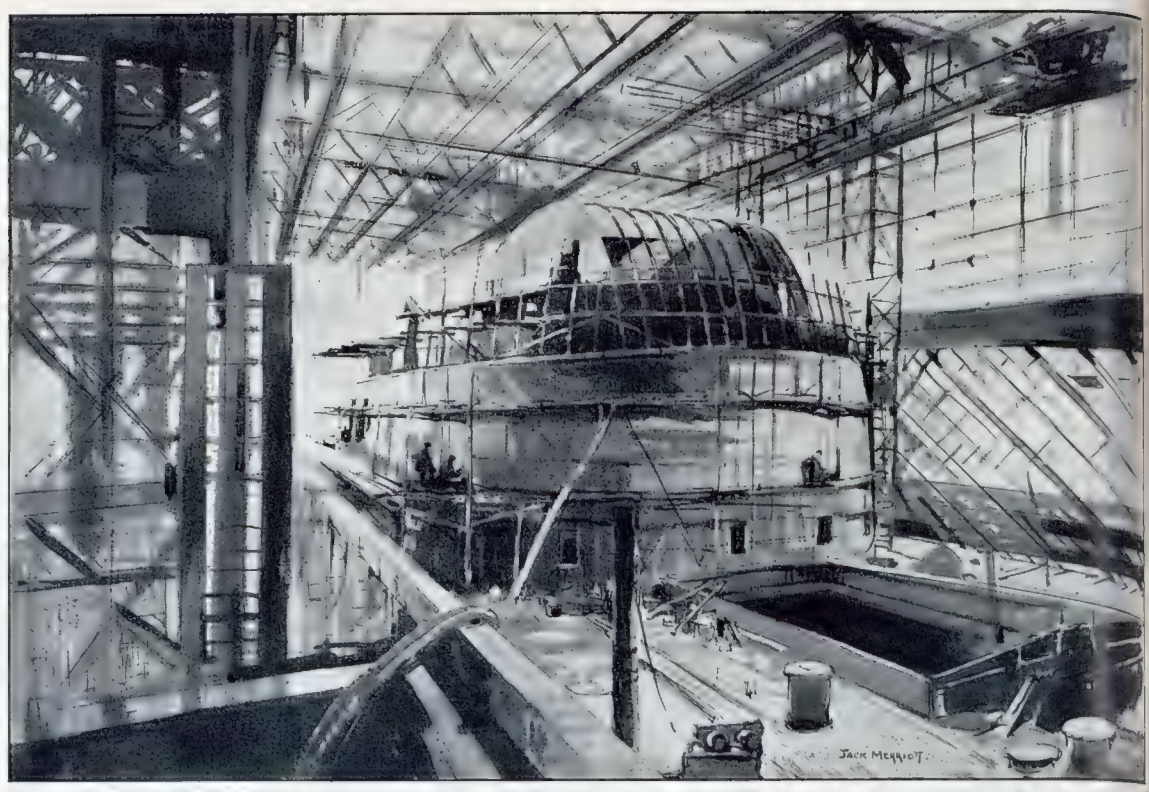
(Concluded from previous pages)

ship-handling tugs, capable of moving the largest vessels up to the size of the *Queen Mary* in and out of docks and lock gates. Yet others are small ships, really floating shunting-engines, which handle the large barge traffic for which the River Thames is specially noteworthy. Ships suitable for the laying and repairing of submarine cables play an important part in maintaining inter-Empire and international communications. Much shipping, marine insurance and other business is still transacted by cable rather than by radio, and even in spite of the rapidity with which letters can now be transmitted by air mail, the need for cable communication has scarcely diminished.

Finally, there are the fishing fleets. It has sometimes been said that Britain could feed the world with the amount of fish that she is able to get from the sea with her really efficient trawler fleets. It is notable that many innovations in the design of fishing-vessels have originated in British shipyards and that there is at present under construction in Aberdeen a ship which may revolutionise the design of all trawlers in the future. She is a fish-processing vessel with a factory inside her hull and she hauls her loaded trawl-net up through a chute in the stern in the same manner that the whale factory deals with the carcass of the whale. Many foreign nations, among which Iceland and Belgium may be cited as examples, come regularly to British trawler-building shipyards to replenish their fleets. The search for whales, incidentally, not only requires the big 20,000-ton floating factories, replete with their quarters for scientists, workmen, biologists and others, but also needs attendant catchers, small, fast ships with speeds of between 14½ and 15 knots, which pursue the whales with a harpoon-gun. They have to be fast, extremely manœuvrable and seaworthy, operating as they do for many months in the year in Antarctic waters.

These are some of the main ships of Britain's merchant fleet. No mention has been made of the activities of our shipyards in building warships. In this field, naval architects have contributed noteworthily to the development of certain types. In 1906 the first all-big-gun warship, the *Dreadnought*, was produced at Portsmouth Dockyard. She had turbine propulsion, and thanks to the strategic placing of her armament, literally made obsolete the rest of the heavy-gun ships of the world. At a later date, Britain originated the now-important aircraft-carrier, whilst many improvements and outstanding steps in the evolution of the torpedo-boat destroyer, and other important types, can be credited to her.

The lessons of the last World War are still being digested. The arrival of atomic weapons, more powerful submarines and the growth of the air arm makes the task of the naval constructor difficult. There is no reason to suppose, however, that in the future our warship products will in quality or in quantity lag behind what has been done in the past. One of the finest examples of the versatility of British shipbuilding industry was the part it played during the war in the production of hundreds of craft and ships of various sizes to satisfy the arrival and growth of amphibious warfare. Many of these types have found a useful adaptation for peacetime purposes, and in particular the tank-landing ship, some units of which have been adapted for lorry-carrier traffic between Great Britain and Ireland and Continental motor-car transport work.



STREAMLINED DECKHOUSES IN COURSE OF CONSTRUCTION IN THE "PORT BRISBANE" WHICH, ON COMPLETION, BECAME THE FLAGSHIP OF THE PORT LINE FLEET: These streamlined deckhouses at the fore-end of the midships superstructure add to the distinction of the vessel's appearance, and she is one that is easily recognised at sea or in port. She was built for the Port Line by Swan, Hunter and Wigham Richardson.

How are Britain's ships propelled? At one time the answer to this question would have been simple—by means of a steam reciprocating engine, taking its energy from a boiler burning coal, with hand-firing at moderate steam-pressure. This, indeed, was the type generally in employment for all types of ships at the beginning of the present century and to a great extent at the outbreak of the First World War. By that time, however, the rotary prime mover or turbine had begun to make its presence felt, particularly in warships and in high-class and fast merchant ships. Then, too, the internal combustion engine introduced but tentatively in the years before the First World War was beginning to make long-headed people feel that it might, in fact, usher in a new era in sea transport. The reason was not far to seek. This type of reciprocating engine burned liquid fuel—oil—and oil had many obvious advantages, even if used with steam-engines. It, too, was used to a limited extent before 1914, but when used in the boilers of that era well over 1 lb. per horse-power developed per hour of operation was burned.

Internal combustion engines cut that figure to something like 0.36 lb. per horse-power per hour, which obviously reflected more than favourably upon the tons of fuel required to be used per 24 hours for any given speed. The rapidity with which the ship with internal combustion engines—the motor-ship, as she has been called—advanced may be gauged from the following figures: just after the First World War, when the motor-ship first began to appeal to the shipowner's imagination, there were recorded in Lloyd's Register Book, including all then existing vessels of 100 tons and upwards, just over 1,500,000 tons of motor-shipping. This had grown just before the Second World War to nearly 15,250,000 gross tons; at the present moment well over 23,250,000 gross tons are registered. These are world figures, but the British share in them is proportionate to the size of her fleet compared with world figures. In 1922, ships fitted with steam reciprocating engines in the world amounted to just over 51,000,000 gross tons. This had dropped to just over 42,000,000 gross tons in 1939 and now stands at about the 40,000,000 gross-ton mark. Although there is still a demand for the steam reciprocating engine and Scotch boiler, and even ships with coal-firing are still under construction, they are the exception rather than the rule. In these days our marine engineers are facing the possibilities of building high-pressure geared turbines with water-tube boilers using super-heated steam or geared oil engines, two or more driving one shaft through couplings and reduction gear, and the very latest type of ship propulsion, the gas turbine.

It is at this writing too early to say what the impact of this newcomer upon world shipping is likely to be. The fact must be recorded, however, that on November 20, 1951, the Anglo-Saxon Petroleum Company's tanker *Auris*, of 12,000 tons deadweight, arrived at Port Arthur, Texas, after having completed the first ocean voyage to be made by any vessel making use of gas turbine power and that some three months later she completed a voyage from Plymouth to Curaçao of 3,894 miles using her gas turbine only. The Atlantic was first crossed by a steam turbine vessel in 1903: she was the British-built triple-screw yacht *Emerald*, owned by Sir Christopher Furness, the screws being direct-driven by the turbines without gearing. Both these happenings were in their respective spheres, gas turbine and steam turbine, noteworthy triumphs for British marine engineering.

To-day the British marine engineering industry can, as required, build gas turbines, steam turbines, water-tube boilers, steam reciprocating engines, Scotch boilers, high-speed Diesel engines, special type Diesel engines such as the new Deltic, geared oil engines and heavy, free-running units direct reversing and direct coupled to the screw. There is no standardisation about ship-powering, nor is it ever likely that there will be. For once basic requirements of reliability, low fuel consumption, easy maintenance are assured, then the choice is one which is governed by the size and speed of the ship and the duties for which she is intended. The general tendency of marine engineering to-day is to place more and more power in less space.

THE "CITY OF PARIS" IN DRY-DOCK AT HEBBURN: The Tyne is now the second shipbuilding centre in the United Kingdom and the largest ship-repairing port in the world. Its dredged depths make the river available to the largest vessels afloat. In 1950 the Tyne Improvement Commission celebrated its centenary with due ceremonial.

I have written above of many types of ships and varying kinds of machinery. Where are these ships and machinery built? Mostly in shipyards and engine works situated alongside the rivers of the country, though not all near the great rivers. Shipbuilding migrated, when the material of construction changed from wood to iron, from those parts where wood was plentiful—the forest districts—to the iron-ore-producing districts, with coal ready to hand. Even the once-flourishing iron and steel shipbuilding industry of the Thames moved away to the sources of supply of raw materials. Shipbuilding is still an industry which depends upon its main raw material—steel—in spite of developments with new materials of construction, such as aluminium, and its

LAUNCHING A STEAM TRAWLER SIDEWAYS AT BEVERLEY SHIPYARD : There is nothing particularly unusual about sideways launching as a technique, and it serves its purpose wherever breadth of water for launching is not available. The Beverley shipyard compares with many Dutch shipyards situated on canals and waterways. It stands on the banks of the River Hull, which is a tributary of the Humber.

AUTOMATIC WELDING OF DECK PLATING IN PROGRESS AT THE BURNTISLAND YARD : The growth and improvement of methods of prefabrication of ships and their welding are continuous. The first welded ships produced after the First World War were not altogether successful, nor were some of the American ships so swiftly assembled during the Second World War, but now at last the economic supremacy of the welded over the riveted joint is absolutely accepted.

ITH'S YARD, ON THE TEES : The history of this yard is firmly rooted in the history of the N.E. coast area, and can be traced back to 1756 when the Smith family launched their enterprises at St. Peter's, Newcastle-upon-Tyne. There they built the great East Indiamen, such as the *Blenheim*, *Marlborough* and *Hotspur*. Smith's established themselves along the Tees in 1907, at their extensive yard at South Bank.

alloys, and with bonded plywoods, etc. Any shortage of raw material means a shortage of ships, and the present supply of raw materials is not such as to make the shipbuilder particularly happy for the future.

Our principal shipbuilding districts respectively are Aberdeen, Barrow-in-Furness, Belfast, Bristol, the Clyde - which can be sub-divided into two parts, Glasgow and Greenock—Dundee, Hartlepool, Hull, Leith, Liverpool, Middlesbrough, Newcastle-upon-Tyne, Southampton and Sunderland—a geographical distribution which will be appreciated on reference to the map. These areas, which can be conveniently classed as "other districts," produced between them in 1951 the grand total to which reference has already been made. How was this distributed as between various districts? Lloyd's Register shipbuilding returns are illuminating in this respect. It is not fair to judge the shipbuilding potentialities of any one district in the British Isles by its annual output, for that obviously is governed by the number of yards in operation. It is worthy of note, however, that Belfast, with only one shipyard, that of Messrs. Harland and Wolff, produced no fewer than ten ships, of 118,174 gross tons in 1951. They are surpassed as an individual district only by Sunderland with 28 ships, of 197,333 gross tons, Middlesbrough with 16, 125,556 gross tons, Newcastle with 24, of 243,499 gross tons, Glasgow with 55 ships, of 280,104 gross tons, including a Harland and Wolff shipyard at Govan, and Greenock with 20, of 147,969 gross tons. All these districts have a number of shipyards. The Harland and Wolff yards at Greenock enjoy with the John Brown establishment at Clydebank, the Fairfield shipyard at Govan, the Swan, Hunter organisation on the Tyne, the distinction of having designed and built some of the largest and most important ships in the world. The experience of these establishments in not only constructing but also putting the machinery in ships of the largest passenger-carrying type, in passenger-cargo liners, cargo-liners and cross-Channel ships, is unique.

Shipyards on the Wear and on the Tees respectively tend to concentrate on cargo-ships, colliers and tankers. The shipyard at Barrow-in-Furness is famous as a naval shipyard, as is also its opposite number on Tyneside. Until shortly after the termination of the First World War there were two rival establishments in the production of fighting ships—Messrs. Vickers at Barrow and Messrs. Sir W. G. Armstrong Whitworth and Co. Ltd. at Walker-on-Tyne. Their amalgamation enhanced the expansion of the warship and big passenger-ship production potential of the British Empire. Belfast, Barrow-in-Furness and Burntisland . . . the alliteration is purely accidental, are all possessors of individual shipyards. That of the last-named, established by the famous Ayre brothers, having made a world-wide name for itself in the construction of cargo and tramp vessels, but in recent years, and in tune with the general development of the times, with activities turned towards the building of cargo-liners and specialist ships. They now have under construction a unique bulk carrier for the sugar trade, with a special type of geared Diesel machinery arranged at the aft-end of the ship.

An evolutionary approach to the development of shipbuilding art is traditional, and as a result the inescapable fact remains that Britain builds ships for the world and builds more ships and puts engines in them, too, than any other nation. There is no reason to suppose that this state of affairs is likely to change in the future, if there is no big deterioration in the raw material situation.

THE CARGO MOTOR-SHIP "WINDSOR" AFTER BEING LAUNCHED THIS YEAR FROM THE YARD OF BARCLAY CURLE AT WHITEINCH, GLASGOW : The *Windsor* seen in charge of tugs as she was towed to her fitting-out basin.

Mr. WARBURTON'S RECREATION

Reveals the Perils of Literary Sleuthing Among Shakespeare's Works

By JOHN GORE

ALWAYS after a visit to Stratford-upon-Avon I am whipped anew to excitement over the mystery of the man who died at New Place, Stratford, on April 23, 1616 (May 3, new style). I hold it truth that true genius abhors deification. To be deified is the delight and aim of the second-rate. Shakespeare carried his abhorrence too far. But for his own indifference to his literary reputation, his almost active efforts to obscure himself, it is doubtful whether there would have been any mystery about the authorship of the works of Shakespeare. We know that he realised his own genius. We know that his great contemporaries acknowledged it. We know that he was a shrewd man of business. We know that in the last five years of his life in retirement he visited London on business in full possession of his senses, mixed with his contemporary dramatists and actors and was well aware, before his death, that grossly corrupt quartos of sixteen of his plays had been published. He neither co-operated nor protested. His will was drafted within a few months of his death. It contains no reference to plays, poems, books. Nothing to connect him with literature or the stage, save three small legacies to fellow actors. He died and was buried. Seven years later came the first folio, a collected edition of a number of his plays, allegedly transcripts of "true and original" stage copies, but manifestly inaccurate and corrupt in many details. Other folios followed, not adding or correcting much. And these and the quartos are all the material which scores of critics have had on which to work to a definitive and accurate text. His plays continued to be acted. Poets and men of letters from Milton onward held him in esteem. His plays bored Pepys more often than not. Evelyn had nothing to say of his merits. Dryden gave him moderate praise. He slept on at Stratford, an old dramatist of some note in his day whose plays were still revived and still more often re-written by pirates. It is fair to say that to the very end of the seventeenth century, except in a small circle of first-rate judges, there was no general feeling for him either as a poet or a dramatist which went beyond mild approval. And then, with the coming of the eighteenth century, the dramatist Rowe cleared the ground with an intelligible edition (including divisions into acts and scenes, lists of *dramatis personæ*, etc.) which opened the way to a horde of critics and emendators, searching for truth and bent on the destruction of gloss and corruption. For generations their efforts worse confounded the confusion. Some were sound and sensible. Pope (1725), Theobald on Pope (1726) and his own edition in 1733. Hanmer, Warburton and Johnson (1765) followed on, and Malone (1793) brought us to the threshold of the nineteenth century.

Some were sound. Some were so unbelievably inept, so lacking in any sense of poetry or, indeed, of humour, as to pile mystery on mystery and to make us question whether, despite its wealth of evidence to the contrary, the eighteenth century was not a literary Dark Age. For Warburton's criticism and emendations shake that century to its foundation, and even call in question the great Panjandrum's judgment. For Johnson had a considerable respect for Warburton as a man and a critic.

This man, with the mind of a petty attorney and his shrewd eye to business, was born in 1698 and died in 1779. He rose to be Bishop of Gloucester, corresponded with the literary and religious lights of his day, wrote sermons, engaged in controversy, and "improved" the plays of William Shakespeare. Let us enjoy ourselves in examining some of his improvements, even if the recreation throws into the melting-pot all our preconceived ideas of a notable century and the invulnerable reputation of Dr. Johnson himself.

Before we pillory Warburton, let us accept two essential and basic conditions which must apply to all efforts to amend the texts of Shakespeare which came down to us.

First. The emender or sleuth must possess the mind of a poet. He must know what poetry is able to do and tries to do. It is not like a draft of a prospectus or the recitals of a conveyance. It is a "magic casement opening on the foam of perilous seas and fairyland forlorn." You cannot correct poetic flights with an almanack, a geography book, or *Whitaker*.

Second. You must accept it that Shakespeare was not highly educated. He cribbed. He borrowed his plots and mugged up his history by reading *such books as were available* to an inquiring student of moderate means during the decades when he wrote. Three times out of six, when critics have queried and tried to "improve" some "error" of natural history or other physical matter in Shakespeare's text, its "authenticity" can be proved by the same error in some treatise available to Shakespeare when he wrote (and cribbed).

One example will serve—from "The Phœnix and the Turtle," which Shakespeare may or may not have written. It matters not. The lines occur—

> And thou treble-dated crow
> That thy sable gender mak'st,
> With the breath thou giv'st and tak'st. . .

Meaningless, declared the critics until the other day. An ingenious friend of mine suggested the emendation—

> And thou sable-pated crow
> That thy sad legend re-mak'st. . . .

Very ingenious, but unnecessary since the Newdigate 1937 Edition, which cites Pliny (available to Shakespeare) for the belief that the crow lived thrice as long as man and propagated its species in some way through its mouth! Absurd, no doubt, to the modern mind, but not textually corrupt in Shakespeare. Nor necessarily foolish. There were great Englishmen, still so accepted, who knew nothing of the laws of gravity and the circulation of the blood, and who thought the earth as flat as your hat.

And so to Warburton's patient efforts undertaken without either of our prime and basic conditions. He examined the lovely lyric "When daisies pied." He found the last two lines—

> And cuckoo-buds of yellow hue
> Do paint the meadows with delight,

simply would not do.

His brilliant emendation was—

> Do paint the meadows *much bedight.*

In his ninetieth year, my father began to devote himself to Shakespeare criticism, and his marginal comment on this effort of Warburton is: "A line which the editor of a poetry column in a local rag would certainly reject."

Autolycus's song Warburton also found to make nonsense, and for the lines—

> Why then comes in the sweet of the year;
> For the red blood reigns in the winter's pale,

he offers us—

> Fore the red blood reins-in the winter pale.

For this piece of nimble accountancy, my father's marginal comment is confined to Archdeacon Grantly's favourite "Good Heavens"! It serves.

Warburton is just as dangerously absurd with his yardsticks of almanacks and dates, and is for ever finding in Shakespeare's text allusions to historical events. In *As You Like It*, for example, he finds an allusion to the Overbury affair which occurred fourteen years after the play was written. Enough of Warburton. This, of course, is criticism run mad, and the odd thing is that such ham-handed "improvement" has persisted for generations and only now do we accept the two cardinal rules and conditions for emending Shakespeare.

I can't say I blame all amateur sleuths. A literary man, if he were allowed to enjoy the fruits of his life's labours, might make an enthrallingly happy use of the last decade of his life by learning the ropes, mugging up the conditions of life in Shakespeare's day and then following (but less clownishly) the recreation of Warburton's. Jane Austen published half-a-dozen novels. The most erudite Janeite can find in her texts things utterly new to him every time he opens a cover. What unplumbed depths of surprises are still in Shakespeare, what a treasury of prizes for a sleuth! But the mystery of Stratford will never be cleared up, if we credit him with the knowledge of 1950 and improve his poetry with the meticulous care of a petty attorney's clerk.

QUEEN MARY PAYS A VISIT TO THE WEST END

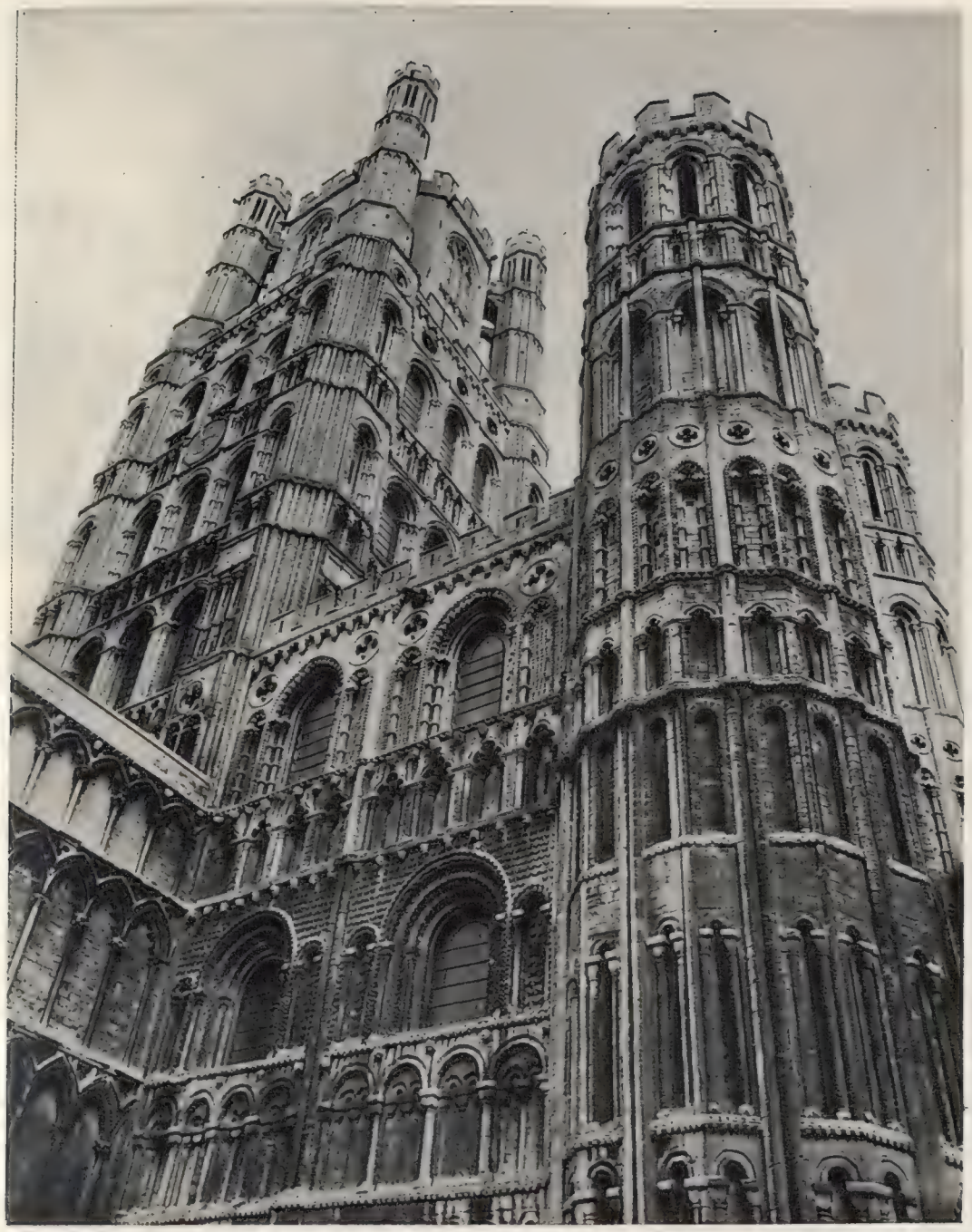
ABROAD IN LONDON DURING A MIDSUMMER AFTERNOON: Her Majesty Queen Mary receives a helping hand from Mr. John Sparkes, proprietor of a West End antique shop, as she leaves the premises following an afternoon visit. Queen Mary is now much restored in health. She seldom misses her afternoon drive in London. Her Majesty, a lifelong follower of lawn tennis, did not go to the Wimbledon championships this year, but watched some of the matches on television. Last week Queen Mary went to a private theatre in Wardour Street, to see the film *Here's to the Memory*. The film contains glimpses of herself, King George V, King George VI, and many other members of the Royal Family.

ELY'S BIG BATTLE AGAINST THE BEETLE

THE RESTORATION OF THE TRUSSES IN THE NAVE ROOF OF THE CATHEDRAL

AT WORK IN THE HEIGHTS OF THE CATHEDRAL: Working in odd and cramped corners, workmen cut away affected parts of the beams before treating them with insecticide.

During the past few months extensive repairs have been carried out on Ely Cathedral's trussed rafter-roof, which has been attacked by beetle. Although the activities of the beetle were discovered by Sir Gilbert Scott during his restoration of the Cathedral nearly a century ago, the serious damage inflicted by the beetle was not discovered in the roof of the nave until two years ago and the decay in the great Lantern (or Octagon) at the end of last year. Sir Gilbert strengthened the sixteen great trusses holding up the Lantern and added other constructional timber to compensate for the cutting away of affected wood, but the surface dressing applied then was not effective enough to prevent the death-watch beetle from continuing to work from within. In view of this, it has been decided that when the present affected wood has been cut away the restored beams and timber will be chemically treated to prevent any further attack by beetle. Special pressure guns will be used to inject the insecticide into any remaining holes. The Octagon at Ely is described as one of the outstanding achievements of medieval architecture, and came into being when the Norman Tower collapsed in 1322, destroying the middle of the church and damaging the Norman Choir. At that time the Sacrist of the Monastery was a monk, one Alan of Walsingham, and it was by his energy that the great Octagon Tower and Lantern were built.



THE SOUTH-WEST FACE OF THE TOWER OF THE CATHEDRAL CHURCH OF THE HOLY AND UNDIVIDED TRINITY: The western portion of the nave and tower were added in 1180, the present building having been started by Abbot Simeon in 1083. For some months now, men have been engaged in the task of restoring the roof of the Cathedral, which had been attacked by the death-watch beetle. The affected parts are being chipped away with axes and strengthening members put in place where needed.

AFFECTED TIMBER IS CUT AWAY FROM A RIB OF THE LOWER VAULT: When the affected parts have been cut away, insecticide is applied by hand and injected into small holes by means of pressure guns. The holes are afterwards filled with wax.

LOOKING DOWN FROM THE WEST END OF THE NAVE TOWARDS THE CROSSING AND THE HIGH ALTAR: The long nave was built between 1106 and 1189, but the ceiling paintings were added between 1858 and 1885. Although the ceiling was not affected by the beetle, it was endangered by the condition of the timber above it. An appeal has been made by the Dean and Chapter for the sum of £60,000 towards the cost of repairs.

THE HUDSON'S BAY BUILDINGS AT PANGNIRTUNG, ON THE CUMBERLAND SOUND, BAFFIN ISLAND—ONE OF THE TOWNSHIPS VISITED BY CANADA'S POLAR SUPPLY SHIP "C. D. HOWE": The pictures on these pages, taken last year during the 10,000-mile voyage of the powerful ice-breaker, show some of the places, as far north as Ellesmere Island, where the *C. D. Howe* calls during her annual summer cruise in Canada's Arctic waters. The *C. D. Howe* was scheduled to leave Montreal Harbour at the beginning of July and to arrive back in September. The settlement shown in this picture is located on a terrace, about eight miles within the entrance on the east side of Pangnirtung Fiord. The water is very deep in the fiord, but in front of the settlement there is an unusual rock rampart fronting a boulder-strewn terrace which is dry at low tide. Freight can only be taken ashore during high tide when the water covers the rocky platform. The Royal Canadian Mounted Police and the Anglican Mission are represented at Pangnirtung. There is also an Anglican hospital in addition to the residence of the Government Medical Officer. The population consists of about fourteen Europeans and some 550 Eskimos.

IN CANADA'S FAR NORTH

The First Pictures of the Supply Ship "C. D. Howe" on Her 10,000-mile Cruise Along the Shores of Canada's "Eastern Arctic," where She Calls with Supplies for the Outposts of the Hudson's Bay Co.

THE HELICOPTER RETURNS TO THE SHIP AFTER PATROLLING THE ICEBOUND WATERS THROUGH WHICH THE "C. D. HOWE" MUST PASS DURING HER VOYAGE: Last year when the ship was caught in the ice in Ungava Bay the helicopter went ahead to locate open water and to guide the ship to safety. Landing on the supply ship is difficult, especially when the vessel has been turned sternwards into the wind by strong currents. When this happens the helicopter is forced to fly in backwards.

At the beginning of July the East Arctic Patrol Vessel and Supply Ship *C. D. Howe* was due to leave Montreal on a 10,000-mile voyage to Canada's "Eastern Arctic," carrying relief personnel and supplies to townships and settlements that are cut off from the "outside" sometimes as much as 11½ months out of every twelve. The food and equipment are destined for meteorological and radio-sonde stations, military research outposts, fur-trading posts, mission stations and for Royal Canadian Mounted Police posts situated along 5,000 miles of largely ice-locked coastline. The relief personnel take over from doctors, dentists and radiologists engaged in looking after the welfare of the Eskimo, Indian and "white" in the "Eastern Arctic"; geologists and scientists engaged upon meteorological and navigational research, and from cartographers and oceanographers whose work is to survey this northern coastline.

The *C. D. Howe* replaces the Hudson's Bay Company ship *Nascopie*, which foundered shortly after the war. Built for the Canadian Department for Transport, her annual voyage is planned in conjunction with the Department of Resources and Development, Mines and Resources, and the Royal Canadian Air Force, all of which are interested in the development, administration and defence of the Northlands. The helicopter carried by the *C. D. Howe* is an essential necessity, especially when the ship enters ice-bound waters. Operating from a specially-strengthened deck, it proves invaluable in finding leads (or channels) through heavily-packed floes.

The power in moving sea-ice is almost beyond description. There are records of pack-ice being forced half a mile inland by the pressure of wind-driven floes out to sea; and the turmoil of heavy pack-ice grinding along a rocky shore can be almost terrifying, with white blocks weighing thousands of tons locked in grinding movement. Although the ship is specially fortified to defeat heavy pack-ice it is still possible for her to be marooned in the ice. Even with the additional help of radar and the Bell Helicopter she has to be steered with great care when passing through the often fog-bound and little-known waters of Canada's "Eastern Arctic."

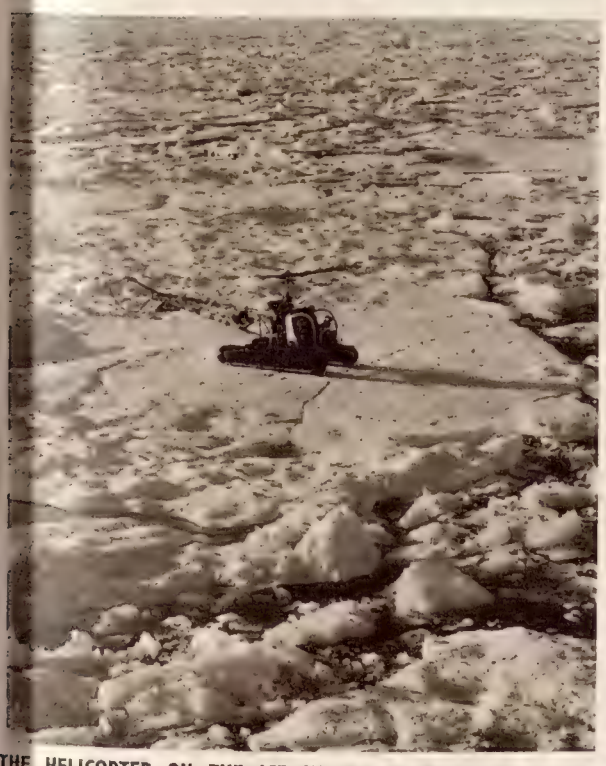
One such occasion occurred last year seven minutes after anchoring in Craig Harbour. At that time, when she was nearly marooned in ice, Captain C. Albine Chouinard, the French-Canadian master of the supply ship, wrote in his log: "The ice started to drift with great pressure. One large sheet came across our bows, breaking the anchor chain and pushing the ship shorewards. The engines were put full ahead and we managed to keep the larger pieces of ice in such position as to facilitate the return to our ship of the barge in which supplies were then being put ashore. . . . After three hours of difficult work we succeeded in getting away from the land. It was realised that damage might be caused, but there was no alternative . . . if we were not to lose the ship."

The helicopter has helped to extricate the *C. D. Howe* from numerous such predicaments. It also proves invaluable in ferrying personnel and supplies between ship and shore when the shore-ice is beyond penetration or too dangerous to enter. In the old days supplies often had to be man-handled between the supply ship and an ice-bound settlement. To-day they are ferried through the floes in power-barges—or in the helicopter

THE "C. D. HOWE" AT ANCHOR AT CRAIG HARBOUR, IN THE SOUTHERN PART OF ELLESMERE ISLAND: During her last call at this port the ship discharged 250 tons of cargo for use at the newly-reopened Royal Canadian Mounted Police Establishment on the island. The 3,628-ton East Arctic patrol vessel and supply ship was completed in 1950, and went into service in place of the *Nascopie*, the ship owned by the Hudson's Bay Company. She is designed as a multi-purpose vessel, being ice-breaker, meteorological and survey vessel, and hospital ship.

SUPPLIES GOING ASHORE AT CRAIG HARBOUR: All possible members of the *C. D. Howe*'s crew and Government personnel at the harbour worked throughout the long Arctic day in order to discharge the 250 tons of cargo destined for the R.C.M.P. outpost.

EN ROUTE TO ONE OF THE REMOTEST ISLANDS IN THE WORLD: The *C. D. Howe* seen passing through Lady Ann Strait, north-east of Devon Island, while on her way to Craig Harbour. In the background is part of Coburg Island. *C. D. Howe* is equipped with the latest Arctic navigational apparatus.



THE HELICOPTER ON THE ICE IN UNGAVA BAY: Before the voyage the aircraft was given many coats of wax and then covered with a thin coating of grease in order to reduce the effects of corrosion. During the trip it is protected by slip covers.

THE SOUTH-EAST COAST OF THE SOUTHERN PART OF ELLESMERE ISLAND, WITH CONE ISLAND, OFF CRAIG HARBOUR, IN THE FOREGROUND: The coast is indented by many long, narrow fiords, trending north and south and bordered by steep cliffs, with narrow, pebbled beaches at their bases. Small herds of caribou are still to be seen roaming the coastal plains. While the ship is in the vicinity the helicopter makes regular reports on ice conditions in the Sound

FROM LONDON AND THE PROVINCES

A SURVEY OF THE HOME NEWS IN PICTURES

NOËL COWARD AND THE "GUINEA-PIGS"

A NEW VENTURE FOR NIGHT LIFE IN THE WEST END : Noël Coward concludes his cabaret at the inaugural meeting of the "Guinea-Pigs" at the Café de Paris. The Society has been formed to give a "night out" for 21s. for all members, who must be under the age of twenty-four. Entry into the Society is by application made at birth. Membership is taken up at whatever age the parents wish and is automatically "lapsed" at twenty-four. The only restriction is that members must occupy their tables by 9 p.m. The entrance fee includes a jug of fruit cup. At last week's inaugural meeting each "Guinea-Pig" was given a folder containing instructions on what to wear on future occasions and what to tip. The scheme was devised by Lady Hardwicke (Miss Helena Pickard).

COMMEMORATING THE WALCHEREN ASSAULT

A LYCHGATE AT ST. MICHAEL'S CHURCH, HAMWORTHY, DORSET, IS DEDICATED IN MEMORY OF THE OFFICERS AND MEN WHO LOST THEIR LIVES IN THE ASSAULT ON WALCHEREN ISLAND IN 1944 : A general view of the ceremony showing the flag-draped lychgate which was later unveiled by Admiral of the Fleet Sir Philip Vian and dedicated by the Lord Bishop of Salisbury, the Right Rev. W. L. Anderson. The Bishop is seen standing on the rostrum accompanied by two churchwardens. The naval support squadron, to which the men commemorated in the memorial belonged, was trained at Hamworthy, which stands on a small peninsula in the estuary near Poole.

THE BISHOP WITH THE ADMIRAL AND OTHER DIGNITARIES : After the unveiling ceremony wreaths were laid by Sir Philip Vian, Commander K. A. Sellar, who commanded the Naval Squadron at Walcheren, and by other representatives of the fighting Services. Standing in the background is a representative of the Royal Dutch Navy. A guard of honour was provided by the Royal Marines, and the local branches of the British Legion paraded with their banners.

"CITY OF EXETER," THE NEW PASSENGER AND CARGO VESSEL, TAKES THE WATER

THE LAUNCHING CEREMONY OF THE NEW 12,500-TON VESSEL FOR ELLERMAN LINES LTD., AT VICKERS-ARMSTRONGS WALKER NAVAL YARD, NEWCASTLE-ON-TYNE : The vessel, the sister-ship of the *City of Port Elizabeth*, is the second of four under construction for the Ellerman Lines. She has accommodation for 107 passengers, and when completed will offer travellers a notable advance in the standard of passenger accommodation for a vessel of her size. The *City of Exeter* will undoubtedly prove a most popular addition to the Ellerman and Bucknall's service between London and South Africa. The launching ceremony was performed by Mrs. C. F. Pratt, wife of Mr. Charles Pratt, a director of Ellerman Lines Ltd. The *City of Exeter* is expected to make her maiden voyage in the spring of next year. With the launching of the *City of Port Elizabeth* in the spring of this year the Ellerman Company reached an important stage in the expansion of its South African passenger service. The ship was the Company's first passenger vessel to be launched since the end of the war.

SHE IS OFF TO GREENLAND'S ICY MOUNTAINS

THE NORWEGIAN SEALER "TOTTAN," CARRYING THE MEMBERS OF THE BRITISH NORTH GREENLAND EXPEDITION, LEAVING THE ROYAL VICTORIA YARD, DEPTFORD, ON THE FIRST STAGE OF THE JOURNEY TO THE ARCTIC CIRCLE : The *Tottan* has been chartered from the Norwegians, as there is no suitable British vessel available. Part of the work undertaken by the Expedition will be to assess the depth of the Greenland ice-cap, believed to be at least 100 ft. deep. The leader of the Expedition, Commander C. J. W. Simpson, R.N., took part as a guest in the Danish Peary Land Expedition in 1950, and while flying along the east coast of Greenland first saw in the distance the then unexplored territory in which the British Expedition is chiefly interested. All the three fighting Services are collaborating in the Expedition. The party, which includes a team of scientists, consists of twenty-five men.

BISLEY AGAIN—THE IMPERIAL MEETING OF THE NATIONAL RIFLE ASSOCIATION

A COMPANY SERGEANT-MAJOR IN THE WOMEN'S ROYAL ARMY CORPS: Irene Harvey, of Liverpool, has now visited Bisley for four consecutive years.

THE YOUNGEST COMPETITOR ON THE OPENING DAY OF THE MEETING: This is fourteen-year-old Michael Culver, of London, a pupil at Gresham's School.

Although the 1952 Annual Imperial Meeting of the National Rifle Association, the first of the Queen's reign, opened in bright sunny weather, some competitors experienced difficulty when clouds caused changes in the light. More than 1,250 marksmen arrived to take part in the Queen's Prize, and on the first day several good scores were returned. The winner of Queen Mary's Prize, the principal Service rifle event, was decided after a tie, when C.E.A. R. M. Orr, R.N. (the winner), and Flight-Lieutenant M. Gill, R.A.F., returned an aggregate of 177 each. In the Cheylesmore, a match for one or two teams of four present members of Her Majesty's forces from any one unit, the proof and experimental establishment, Pendine, beat the Royal Marines, Plymouth, "B" team, by shooting down all its plates while the Marines still had one plate unhit.

HAT STYLES AT THE SURREY SHOOTING RANGE: *Left*—This Australian-style bush hat kept the sun off the face of seventeen-year-old Keith Ecclestone, Gresham's School boy of Holt, Norfolk, as he practised on the egg-shooting range. He was taking part in the Ashburton Shield. *Right*—Captain St. George Orpen, of Rogate, Sussex, found it easier and more comfortable to wear his cap back to front.

HOME FROM THE EAST, WITH SOME "EVIDENCE" OF GERMS

THE DEAN OF CANTERBURY HOLDS A PRESS CONFERENCE AND TELLS OF HIS TOUR OF MOSCOW, CHINA AND PRAGUE: Assisted by his forty-six-year-old wife, the Very Rev. Hewlett Johnson displays his "evidence" of the use by the Americans of germ warfare in Korea. Asked if he had himself seen any germ-warfare raids or any signs of germ-warfare raids, the Dean said he had not but had visited three places that had been raided, and had seen two exhibitions of "evidence."

Although the Dean of Canterbury, Dr. Hewlett Johnson, holds a high office in the Church of England, he also has strong political links. For this reason alone many people wonder why the "Red" Dean is allowed to remain in office in the Church. Since his recent return from the East, where he gathered "evidence" of the use of germ warfare, leading daily newspapers have called for the passing of a short Parliamentary Bill in order to bring about his dismissal. In connection with this suggestion several M.P.s tabled a motion for an Address to the Queen, calling for the revocation of the Dean's Letters Patent. In his statement to the Press after his visit to China, Dr. Johnson said that "the facts about germ warfare are conclusive and irrefutable." The 34-ft. manifesto issued by "the free and fortunate Christians in New China" and brought home by the Dean, is said by him to be the most conclusive of his conclusive evidence. In confirming his own statements made sometime ago in China, Dr. Johnson said he had visited the germ-warfare exhibitions at Peking and Mukden, and had seen the infected insects which had been dropped by United States airmen. He also claimed to have seen the hand-written letters of confession of two American airmen, who are alleged to have admitted dropping germ-infected insects on North Korea.

THE NEW YORK CITY BALLET IN LONDON

THE FIRST NIGHT OF THE NEW YORK BALLET COMPANY'S SECOND LONDON SEASON: The General Administrator of Covent Garden Opera House, Mr. David Webster, Margot Fonteyn and Frederick Ashton seen together during a party on the first night. The New York City Ballet opened their seven-week season at Covent Garden with *Serenade*, *The Cage*, *Firebird* and *La Valse*, and then followed up with a repertory of twenty other ballets. Much of the choreography is by George Balanchine, and it was his *La Valse* that proved to be most popular on the first night. In *The Cage*, Jerome Robbins makes skilful use of Stravinsky's Concerto for strings and exploits the phenomenon of the female of the species preying on the male.

A BALLERINA OF SADLER'S WELLS MEETS THE ARTISTIC DIRECTOR OF THE NEW YORK CITY BALLET: Violetta Elvin and George Balanchine seen together at Covent Garden during the party given by the Directors and General Administrator of the Royal Opera House, and members of the Sadler's Wells Ballet.

"THE DUSE OF THE DRAMATIC DANCE": Nora Kaye seen in her dressing-room before dancing her dramatic role in *The Cage*.

PATRICIA WILDE AND YVONNE MOUNSEY MAKE LAST-MINUTE ADJUSTMENTS TO THEIR MAKE-UP: The previous appearance of the New York Ballet at Covent Garden Opera House was in 1950.

112 YACHTS RACE ROUND THE ISLE OF WIGHT

Over 1,000 Men and Women Take Part in the Island Sailing Club's Annual Contest Over a Course of Sixty Miles

"PAPOOSE," CLOSE-HAULED, MAKES FOR THE STARTING-LINE: This was one of the 112 competitors in the Round-the-Island Race organised by the Island Sailing Club of Cowes and attracting the usual large entry. *On left*—**"AILANTHUS," WITH SPINNAKER SET, DRAWS AWAY FROM HER RIVALS:** Mr. I. A. Neish's 13-ton sloop in the West Solent during the race, which this year took the competitors over a course of about sixty miles. *Ailanthus* was first in Division I (for boats of over 28 ft.).

"ALLURE" AT THE SCONSE BUOY, AND STRUNG OUT BEHIND HER A HOST OF OTHER VESSELS WITH SPINNAKERS SET AS THEY BATTLED THEIR WAY ROUND THE ISLE OF WIGHT IN THE SIXTY-MILE ANNUAL RACE: On the extreme left, with spinnaker drawing well, is the Royal Artillery Yacht Club's *St. Barbara*. This picture shows very clearly how the spinnaker, a delicate sail of nylon and more often than not brightly coloured, is made fast to a light boom attached to the mast. When the decision to use spinnakers is imminent, the skipper will order the canvas bag containing the spinnaker to be made fast to clips in the bows. He then watches carefully for the right moment, and, if his crew are adept, the sail will be up and out in the breeze in a few seconds, possibly gaining precious time for the boat concerned. Sometimes the decision to use the spinnaker is obvious; at others it is a moot point whether the jib will not serve better.

For a noble yachting spectacle there is nothing to beat the Island Sailing Club's Round-the-Island Race, which, starting and finishing at Cowes, annually brings out more than 100 entrants, and this year there were no fewer than 1,000 people acting as crew in the 112 yachts which competed. The race is for the Crankshaw Bowl and the Gold Roman Cup, and there are various divisional placings for yachts of varying size. This year conditions were boisterous to a degree, the north-easterly breeze being strong to gale force, and with this strong, fair wind the fleet set out for the Solent with a favourable tide to carry them on their way. By the time most of the fleet had reached the Needles, however, the tidal stream had turned against them, and the long haul south of the island meant that the yachts were working in a considerable seaway dead to windward. Later the breeze carried the leaders through to Spithead in good time, with Captain Malleson's 19-ton sloop *Bacchante* gaining the major award, the Crankshaw Bowl. *Foxhound* was the first to reach the finishing-line at Cowes, but having gone the wrong side of one of the marks she forfeited her place. The Gold Roman Cup was won by the sloop *Lothian*, winner of Division III for vessels under 23 ft. *Lothian's* corrected time was well under six hours. Formerly the Gold Roman Cup, the chief trophy, has been raced for by vessels of five to 25 tons, and the Crankshaw Bowl, a trophy added much later in the series, restricted to yachts over 25 tons. This year, however, the two classes were grouped to correspond more or less to their R.O.R.C. rating.

THE LUNCHEON INTERVAL AT LORD'S ON THE SECOND DAY OF THE 1952 MATCH BETWEEN ETON AND HARROW: In accordance with tradition, spectators walk round the pitch during the mid-day interval. Harrow beat Eton by seven wickets and so scored their first victory since pre-war days.

VICTORY FOR HARROW: Members of the triumphant team seen leaving the balcony after receiving the acclamations of the crowd. The architect of the victory was undoubtedly D. J. Hulbert, who took 12 Eton wickets for 67 runs. At the end of the first innings, which occupied nearly the whole of the first day, Harrow just had a lead of six runs. On this first day Hulbert, who bowled a distinctly brisk medium, took 8 wickets for 36 runs. When Eton went in for their second innings the bowling honours were shared between Hulbert and Clive, for apart from their names, only three other Harrovians appeared on the score-card. Hulbert took 4 wickets for 31 runs and Clive 4 for 18. Eton were all out for 73, a total which included five 0's and two 1's. Harrow then went in and scored the necessary 68 runs in just over an hour. The winning hit was made by W. J. Foster, who scored a boundary off R. V. C. Robins, the Etonian bowler who took Harrow's three second-innings wickets.

OUTSIDE THE TAVERN: The coaches drawn up round the field are a traditional part of the scene. The man standing second from right is seen holding a copy of "The Sphere," dated July 12, which contained a special feature devoted to the Eton and Harrow match.

HARROW'S FIRST VICTORY SINCE 1939

D. J. Hulbert's Masterly Bowling Enables his Team to Triumph Over Eton at the Two-day Match at Lord's

CHEERS FOR HARROW'S TEAM AFTER ETON HAD BEEN DISMISSED FOR 73 RUNS: Most of the men attending the match wore grey toppers, but there were a few in less formal attire.

A WEEK-END OF FASHION AT LORD'S: A general view of the scene outside the Tavern during the two-day match. Although Eton boys were not allowed to attend the match (owing to a case of infantile paralysis at the College), there was an attendance of about 20,000.

THE SPHERE
OF TRAVEL

VISITING MAN-MADE HOLLAND

The True Delights of This Land Await Individual Discovery by the Traveller

HAARLEM REFLECTIONS: Haarlem remains one of the most attractive of Dutch towns, lying on the River Spaarne, which flows through it in a gentle curve. The town attained the height of its prosperity in the seventeenth century, and at the same time its school of art also flourished by reason of the many rich patrons in Haarlem.

HOLLAND, or The Netherlands as the Dutch call their country, is primarily a holiday land for those people who do not wish to have their movements entirely controlled by organised sightseeing tours. The visitor, whatever his tastes may be, must have an exploring mind if the true delights of a sojourn there are to be effectively gleaned and enjoyed; and to such persons it is a perfect holiday country. For, apart from Holland's great cultural appeal, its flatness makes it ideal for cyclists, its cleanliness impresses the most fastidious traveller, the mellow tints of its blossoming orchards and flower fields in the spring and summer, its sparkling rivers and canals, the leisurely rhythm of its life, set it apart from any other country in Europe.

Not least in the insidious appeal of the Dutch landscape are the changing skies and atmospheric effects, which never become monotonous or trite, for one's eyes are continually kept bright and one's mind stimulated by the ever-present freshness and clearness of the land and its air. Still, undoubtedly, the major lure of the country lies in its ancient cities and towns, its pictures and its people. And to study all three to the best advantage, your mode of transportation should be, as far as possible, by water. This is not meant to detract from the railways, which offer a service second to none in Europe—but they simply go too fast for the leisurely, contemplative mind.

Amsterdam, without a doubt, is the best centre for a sightseeing holiday. This great city, Holland's capital, is wholly unlike any other in the world, large or small. Its central portion consists actually of more than 100 islands, and its buildings are built on a vast number of piles as foundations. Lacing the city are six concentric canals (the Dutch word is *gracht*), each having a street for wheeled traffic on one or both sides. These shaded thoroughfares are delightful for strolls, for they possess the beauty of gravity.

Three or four days can easily be spent in Amsterdam itself sightseeing, while it also offers quite a variety of entertainments after dark. Then, using it as a base, you can make short journeys to such places as Haarlem and Alkmaar, Leyden and The Hague, Utrecht and Arnhem. The Netherlands Railways sell a combined season ticket, valid for three or five days, which makes train travel easy and enjoyable—and amazingly inexpensive.

The Hague, too, is a recommended centre, or even near-by Scheveningen if you wish to be by the sea, for both are within easy reach of Leyden and Gouda, Delft and Dordrecht. War-damaged Rotterdam is mainly interesting to-day for its striking town-planning, although the Boymans Museum contains many old masterpieces. There are other delightful towns in Western Holland which limitations of space alone prevent my naming. I should, however, mention Noordwijk, a fashionable seaside resort lying north of Scheveningen.

Outside of the area of the main art cities there are elsewhere in Holland a wide variety of interesting places. I like very much, for instance, the province of Friesland, where the people speak a quite separate dialect, which other Hollanders understand with difficulty, if at all. It is said that it is akin to English, but I could not discover the link. Leeuwarden makes a good centre from which to explore by bus, boat or cycle the rich surrounding farming country, amidst which are such oddly-named places as Jelsum and Janum, Pinkum and Spannum, Blessum and Bozum and Boxum. Franeker and Bolsward are two small towns which are especially notable for their treasures and medieval curiosities; and there is Sneek (pronounced *snake*), the best centre in Holland for sailing (on the *Sneeker Meer*). Also to be seen in Friesland is their typical ball game, called *katsen*. This quite unusual province becomes a special passion of some travellers, and I know I have a great desire to return there for further explorations.

Zeeland province also offers great appeal. It was terribly lacerated by the war, but has now staged a wonderful recovery. It is here that you can see a wonderful display of unusual native costumes, especially on market days in such towns as Middelburg and Goes. The expert eye can differentiate between single and married, Protestant and Catholic, according to the mode of dress worn. There are many attractive towns and villages on the various islands which comprise the province. Middelburg has long been a popular centre, and its war-ruined historic buildings are gradually regaining their former loveliness. Then there is near-by Veere, a veritable jewel, once Middelburg's dreaded rival, but to-day a "dead" little town. It still has, however, some lovely old houses, and it can be recommended for those who like to escape from crowds. A romantic place in which to lodge, or to eat and drink, is the Campveerse Toren, located actually in the medieval bastion at the entrance to the harbour. The outlook is magnificent and no place reeks more of Veere's great days when it was Zeeland's leading port. Finally, in this province, I must mention Zierikzee, the best preserved of all Holland's ancient towns and where time seems to have stood still for some centuries. It has three hotels, at all of which the full pension rate is under a pound a day.

Every visitor of British blood will surely wish to visit Arnhem. Here, close to the Rhine, is a memorial monument to the Airborne troops, effective for its gaunt simplicity; and then in near-by Oosterbeek is the Airborne Cemetery, an extremely moving spot. At each white cross—and there are some Stars of David too—fresh growing flowers are kept, and carefully tended by local schoolchildren, each child being responsible for one particular grave. In this acre of glorious tragedy there are also some Polish graves.

Also to be visited at Arnhem is the Netherlands Open-Air Museum, where you can see old homes and farmsteads gathered from almost every province. In these buildings are exhibits of old furniture, arts and crafts, and much else of interest. This place is similar in its design to other open-air museums in Europe, such as Norway's Sandvig Collection at Lillehammer, Bygdoy, near Oslo, and Skansen, in Stockholm. Then lying between Arnhem and Apeldoorn, in the National Park called De Hooge Veluwe, is the superb Kröller-Müller Museum, which attracts visitors from every part of the world who come to see the marvellous display of the paintings and drawings of Vincent van Gogh.

By air, Amsterdam, Holland's only main airport, is reached in ninety minutes from London. (There are special night excursion tickets available at reduced rates.) By sea, there are various routes to Holland, the Harwich-Hook being the most popular. An unusual and economical method is to book to Bruges, in Belgium, and then take a local bus across the border—a kind of backdoor entry.

The cost of a holiday in Holland can be most reasonable, for it is one of the cheapest countries in Europe. There is no reason why your all-in costs should exceed £2 a day. Even in the big cities it is feasible to get satisfactory pension terms for around a pound a day. Bed and breakfast—breakfast is always a compulsory item in Dutch hotels—is also amazingly modest, and no normal person need fear patronising even quite humble establishments. Quite recently, in fact, I lodged in Leyden at the Nieuw Minerva, an ancient, typical and most friendly hostelry, where after a most comfortable night and a gargantuan breakfast, I was presented with a bill for just under 10s.—including service! Had I wished, I could have slept in a curious cupboard bed.

As you wander around Holland you will rarely, if ever, encounter those unfortunate financial "mistakes," which in some other countries cause irritation. The fact, too, that many Dutch speak or at least understand English, contributes much to the non-linguist's peace of mind. Then, in all the main centres, there are most helpful information offices—the V.V.V. (Vay, Vay, Vay is all you need to say to almost any passer-by to find the nearest one)—whose practical efficiency is not excelled elsewhere in Europe. In London, the Netherlands National Tourist Office (A.N.V.V., 221, Kensington High Street, W.8) can supply literature, as well as answer questions, on almost every matter of tourist interest.

Apart from the usual tourist literature, the intending visitor to Holland will gain much added pleasure and interest in what he is to see by some other reading. I would especially commend E. V. Lucas's enchanting *A Wanderer in Holland*, even though it is slightly dated, for it brings a mine of discriminating information. Then there is an excellent little booklet called *Fresh Fields and Polders New: The Story of the Zuiderzee Works*, prepared some time ago by an association called "The Netherlands Abroad," with an office at 79a, Linnaeusstraat, Amsterdam, but not available, unfortunately, outside of Holland. Though restrained and factual, this booklet of fifty pages gives an exciting account of the most outstanding episode in Holland's age-long struggle against the sea (nearly 50 per cent. of the country is reclaimed land) in the building of the Afsluitijk, or Enclosing Dyke, which turned the former Zuiderzee into the fresh-water Ijssel Lake and large areas of polder (reclaimed) lands. But, above all, do not fail to read, or re-read, Motley's *Rise of the Dutch Republic*, one of the most fascinating books ever written and one which turns mere stones into vivid life. With this classic as companion, a holiday in Holland cannot fail to be a remarkable experience.

Gordon Cooper

THE FRISIAN LANDSCAPE: Corn growing on the rich farmlands. Friesland is as flat as most of the provinces, but is above sea-level and forms a prosperous agricultural area. The massive and traditional farm buildings are of much interest.

A NEW VENEZUELAN HIGHWAY

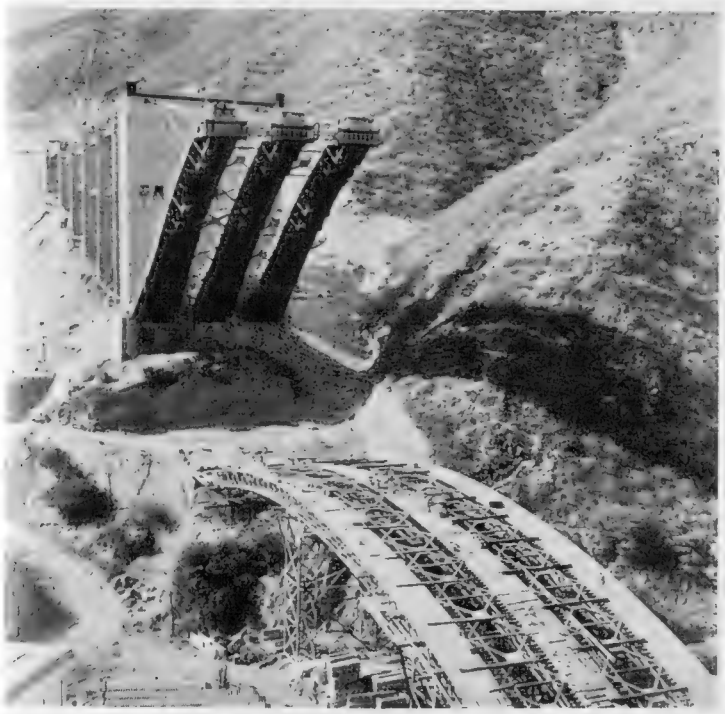
A SHORT BUT EXPENSIVE ROAD THROUGH THE ANDES CONNECTING CARACAS WITH AN IMPORTANT SEAPORT

Building roads in the mountainous and rocky continent of South America presents peculiar engineering problems. Recently there was news that Chile was modernising her portion of the Pan-American highway system, and now it is announced that the Republic of Venezuela is carving a short but important road through the foothills of the Andes. This road will connect the capital, Caracas, with the port of La Guaira, which takes in 50 per cent. of Venezuela's imports.

The cost of the road is formidable—6,000,000 dollars per mile—and it is 10½ miles in length. The road is being paid for on a "pay-as-you-go" basis by the Government with revenue from their vast oil and mineral resources. The rugged nature of the country means that at times the road has to plunge through the heart of a hill and in other places to span a deep valley. Two "twin" tunnels are being built by the American firm of Morrison-Knudsen. One of the tunnels is over a mile in length. There are to be three bridges in the road. Built of pre-stressed concrete by a French firm (Campeon Bernard), they are among the largest of this type of bridge.

Construction was started six years ago when engineers literally sliced off whole mountain-tops to make way for the 36 miles of subsidiary roads that had to be built. It is hoped that the Andean road will be finished next year in time for the Tenth Inter-American Foreign Ministers' Conference. Some 6,000 vehicles will use the road daily and 300 curves will be eliminated. Travelling time will be cut from one hour to fifteen minutes, thus speeding up delivery of the all-important imports in the capital.

ONE OF THE BRIDGES ON THE NEW VENEZUELAN ROAD NOW UNDER CONSTRUCTION: *Above*—The centre section of the bridge being hoisted into position and (*left*) the superstructure, built of wood and reinforced with steel wire. The road is costing 6,000,000 dollars a mile—more than six times the cost of expensive American roads.



AN AERIAL VIEW OF ONE OF THE HUGE EMBANKMENTS: In some places along the route engineers have had to fill in mountain gaps as much as 141 ft. deep to keep the road on a level plane.

ROAD-SCRAPERS CHURN THEIR WAY ALONG A CUTTING IN THE NEW HIGHWAY: The road-scrapers are part of a consignment of more than 200 American-built bulldozers, tractors and trucks that are working on the road. 2,000 men are being employed.

The World of Books

VON PAPEN WRITES HIS APOLOGIA

The Former German Chancellor Makes Out His Plea of Self-Justification in His Newly-published Memoirs

WHEN Manuel Godoy, Prince of the Peace, came in the fullness of time to write his memoirs at the end of a long and tortuous career in the service of Spain and of his own interests, he endeavoured to justify all his actions and, in so doing, succeeded in producing a work of little value to historians and of only minor interest to those who knew how much the ex-dictator could have revealed. No less tortuous, hardly less dramatic, has been the career of Franz von Papen, and in his turn this former German Chancellor and diplomat-at-large lays the same emphasis upon self-justification, attempting to show through all his long career the pattern of faithful German conservatism, from the days when he was a page at the Imperial Court of Prussia, through all the drama of two world wars to the days of his incarceration before acquittal at Nuremberg. No one expects from the ex-Chancellor an abject account of a career of black-hearted villainy, but the FRANZ VON PAPEN MEMOIRS (Andre Deutsch. 25s.) would beyond doubt have gained immeasurably if they had been more strictly factual, if the intention of throwing certain incidents into high relief, such as the speech against Nazism at Marburg, and of ghosting certain events into the background, such as the acceptance of the Vienna post, were not so painfully plain. Von Papen lets it be understood that his role in the Nazi regime was essentially that of the wise, urbane, cultured statesman of experience exercising the restraining hand upon the hobbledehoy hot-heads so lately come to power. Hitler was a temporary manifestation, a product of the national aggression prompted by Versailles, and the guiding hand of the Von Papens of Germany, the old landed gentry well acquainted with the demands of protocol, was essential to German survival. Von Papen brings out this point with crystal clarity in his revealing description of a pre-war visit to Germany by Lord Londonderry. "I found it an immense pleasure," he says, "to talk to a man of his honourable and open nature. He was the perfect type of old-world aristocrat. How much easier it must have been to deal with international problems when effective power in each country was exclusively in the hands of such people, each forming part of a world-wide family."

There indeed speaks the true voice of the nineteenth century, the century in which Von Papen has his roots, and time and time again in these memoirs there is evidence of such backward glancing, not least perhaps in the statement that the British Commonwealth is no longer the power it once was—a statement based upon the belief that the drive for independence in the Commonwealth's component parts "has broken its former unifying force." In that viewpoint perhaps Von Papen is as utterly wrong as in a hundred other viewpoints he has advanced in a lifetime of political discomfiture in which he appears to have hunted both with the hare and with the hounds, though sometimes he denies with vigour that he was ever really in the hunt at all. For the rest it remains to be said that Von Papen has presented many personal assessments of the leading Nazis—shrewd assessments, based upon close observation, which have their own undoubted historical value. Brian Connell has arranged and translated these memoirs with notable skill, his role being far greater than that of translator, and it may be we owe him a debt of gratitude; for he has allowed us to see at close quarters one of the many Germans who were not essentially bound up with the National Socialist movement but who, for many varying and shortsighted reasons, went with it along the path of destruction, hastening the downfall of Germany for the second time in little over a quarter of a century.

Because the late James Forrestal, one of the most brilliant of Franklin Roosevelt's henchmen, who served first in the U.S. Navy Department and later as Secretary of Defence, was without literary ability it must be said from the outset that THE FORRESTAL DIARIES (Cassell. 25s.) are sadly lacking in colour. These diaries, giving some of the inner history of the cold war, cover the period from July 1944, the end of the Roosevelt regime, to the first months of 1949, before Forrestal, the victim of overmastering depression, leapt to his death from the Naval Hospital at Bethesda, Maryland. The diaries have been edited by Walter Mills with the collaboration of E. S. Duffield, and show in detail the mounting task of rearmament which fell upon the shoulders of the redoubtable Forrestal, an administrator with a remarkable capacity for unremitting toil. It is surprising that so many dramatic moments during Forrestal's period of office are passed over with the briefest comment, most notably the death of Franklin Roosevelt and the inauguration of Harry Truman. The reader in search of piquant comment will have to search for it through many arid pages, and some of the best material in the volume is to be found in the linking passages by the editor, passages which draw freely from other letters in the Forrestal collection. There is one rather revealing entry regarding the Presidential elections of 1948, when Mr. Truman told his Cabinet colleagues that his success at the polls recalled a similar battle in 1940 when he was up for renomination as Senator from Missouri. The local Democratic Party leaders apparently tried to dissuade him from entering the contest on the ground that he could not possibly be elected. Truman listened to them until three o'clock in the morning, at which time he said he would go into the election and wage the best campaign he knew, even if the result was only a single vote, his own, cast for himself. Nothing could be more characteristically Trumanesque; and as for the election Truman, not for the only time in his life, snatched victory from the jaws of defeat.

A month later Forrestal recorded another meeting with Truman, who mentioned that he had had a letter from Bob Taft congratulating him on his victory at the polls and (rather surprisingly) admitting that he and Mrs. Taft were not particularly disappointed at the result—a clear indication of the Taft-Dewey rift within the Republican ranks. The last entry of all was on the night of May 21-22, when Forrestal, within minutes of his untimely death, copied into the diary Praed's version of Sophocles' dark and solemn "Chorus from Ajax":

Far from thy dear, remembered rocks,
Worn by the waste of time—
Comfortless, nameless, hopeless—save
In the dark prospect of the yawning grave . . . .

One stanza more and the copying ceased. The sheets were laid in the back of the book and the book itself set down open at the page. It was three o'clock in the morning. Forrestal went into a small diet kitchen on the same floor of the hospital and fell to his death from its unguarded window. Thus a great and singularly selfless public career reached its tragic end.

Written with due adulation for a modern-day hero, AMERICA'S MAN OF DESTINY (Heinemann. 12s. 6d.) is an intimate biography of Dwight David Eisenhower by Kevin McCann. It is well written and commendably brief, and much of it is devoted to showing how the General avoided the political draft in 1948 when Dewey won the Republican nomination and lost the election against all expectations. Mr. McCann provides an interesting chapter on Eisenhower's frustrating work in the Philippines in earlier days, when he was one of MacArthur's aides, but he is careful not to enlarge on any possible rivalry between these two men, the Proconsul in the East and the Supreme Commander in the West, who last week met at that Philippi of political battle in Chicago.

Bernard Berenson, the celebrated art critic, living at his Florentine villa, surrounded by his books and pictures, enjoying a life of physical tranquillity and intellectual activity, found himself during the Second World War involved in the ebb and flow of the Italian campaign, cut off from his friends and the travels which he was accustomed to undertake. Many of his works of art he buried in Florence, and he himself was forced to leave his villa and take refuge with a friend who enjoyed Consular status. In RUMOUR AND REFLECTION (Constable. 30s.), Mr. Berenson sets down his experiences in those grim times. His day-to-day jottings, a blend of the rumour that came to his door amid the tide of battle and of the reflections that came to his mind, are very much more than a belated war report. They show one man, with a well-stored mind and a mature philosophy, living amid the dirt, degradation and turmoil of war in enviable serenity, intent amid the cannonading upon not being submerged by present terror, but not unmindful of the needs and sufferings of those around him. Perhaps this preoccupation with war is not widely acceptable these days, but Bernard Berenson can write as brilliantly as he talks, and *Rumour and Reflection*, despite its theme, is beyond doubt a powerful stimulant.

BATSFORD'S ESTABLISH A NEW HEADQUARTERS IN PORTMAN SQUARE

THE NEW HEADQUARTERS OF THE HOUSE OF BATSFORD: As befitting a firm which has specialised for over 100 years in the selling and publishing of architectural books, the new premises at 4, Fitzhardinge Street, Portman Square, have been redecorated in keeping with the style and with the spaciousness of a late eighteenth-century building. A reception at the new premises was held on July 3, when many notabilities in the publishing world were present.

MR. BRIAN BATSFORD IN HIS NEW OFFICE: The chairman of B. T. Batsford Ltd. at his desk at 4, Fitzhardinge Street, Portman Square, where the firm of publishers now occupies an eighteenth-century building.

BATSFORD'S HOUSE-WARMING: Mr. and Mrs. Brian Batsford engaged in receiving their guests on the occasion of the opening of the new London premises. On the left is Mr. Hubert Wilson.

Two travel books of distinction demand attention this week. One of them is Edward Hutton's FLORENCE (Hollis and Carter. 21s.), in which this lifelong student of Italian art and history describes the great Tuscan city in the light of its survival from the ravages of war. "When I again saw the beautiful city," he declares, "my heart was divided between delight and grief, for a mean and useless vengeance had been wreaked upon her." There is much, however, for which we can still be grateful. If the slender bridges are gone, Giotto's Campanile still towers like a lily beside the Duomo, the ancient octagonal baptistery with its shining mosaics is unshaken, and Sante Croce is still full of serenity and light. In Edward Hutton we have an incomparable guide, and his own enthusiasms are as infectious as ever.

Alec Waugh's new travelogue, WHERE THE CLOCKS CHIME TWICE (Cassell. 18s.), is in part a sentimental journey, a revisiting of old, well-loved scenes of former travel, and in part a search for new lands. This will be well understood when it is mentioned that the Virgin Isles of the Caribbean, the Seychelles, lost in the immensity of the Indian Ocean, Damascus and Villefranche-sur-Mer are among the places he has visited.

George Blake, that brilliant chronicler of the Scottish scene, whose work is so well known to SPHERE readers, presents a new account of THE FIRTH OF CLYDE (Collins. 16s.), an account of these broad and kindly waters which have so much to offer the holidaymaker, most notably the yachtsman, and provide a river highway for one of the great industrial cities of the world.

RICHARD EDMONDS

Out in the Open Air

Here is a list of eight new books, many of which are essentially for those interested in outdoor life.

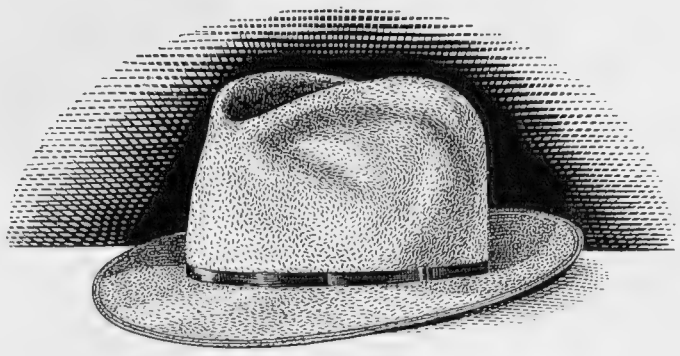
For the racing enthusiast there is **MY RACING REMINISCENCES** (Hutchinson. 15s.), *by Joe Childs, who during his long career rode fourteen classic winners.*

Two books about garden plants and wild flowers are **GARDENAGE** *or The Plants of Ninhursaga* (Routledge and Kegan Paul. 21s.), *by Geoffrey Grigson, and* **THE FLOWER IN SEASON** (Bodley Head. 15s.), *a calendar of wild flowers, by Jocelyn Brooke.*

Published at the height of the cricket season are **STRAIGHT HIT!** (Latimer House. 12s. 6d.), *by Keith Miller and R. S. Whitington, and* **CRICKET AND THE CLOCK** (Hodder and Stoughton. 15s.), *a post-war commentary by E. W. Swanton.*

The courses of two rivers which both rise in Wales are described in two books, each of which is illustrated by the author. **THE RIVER WYE** (Chapman and Hall. 25s.) *is by J. Allan Cash, and* **THE RIVER CONWAY** (Cassell. 12s. 6d.) *by Wilson MacArthur.*

AMERICAN GEORGIAN ARCHITECTURE (Pleiades Books. 42s.), *by H. D. Eberlein and C. V. D. Hubbard, with line drawings by John B. Lear, Jnr., is a handbook of ecclesiastical, civil and domestic architecture in the British North American Colonies* (1607-1776).



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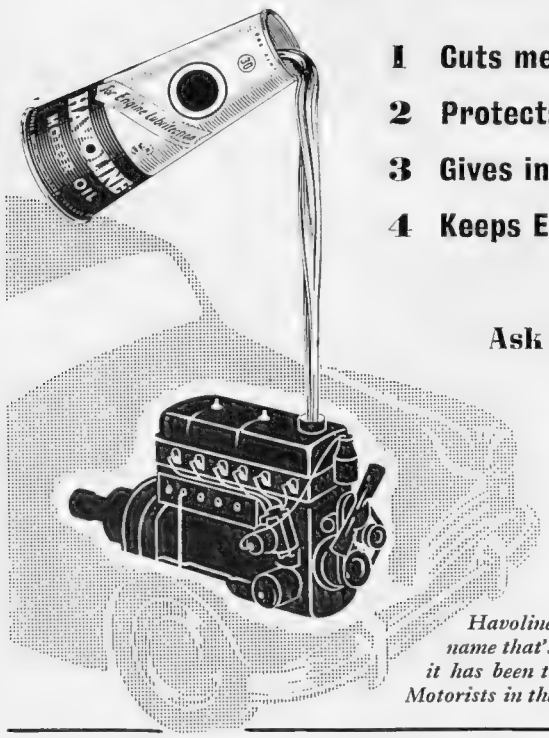

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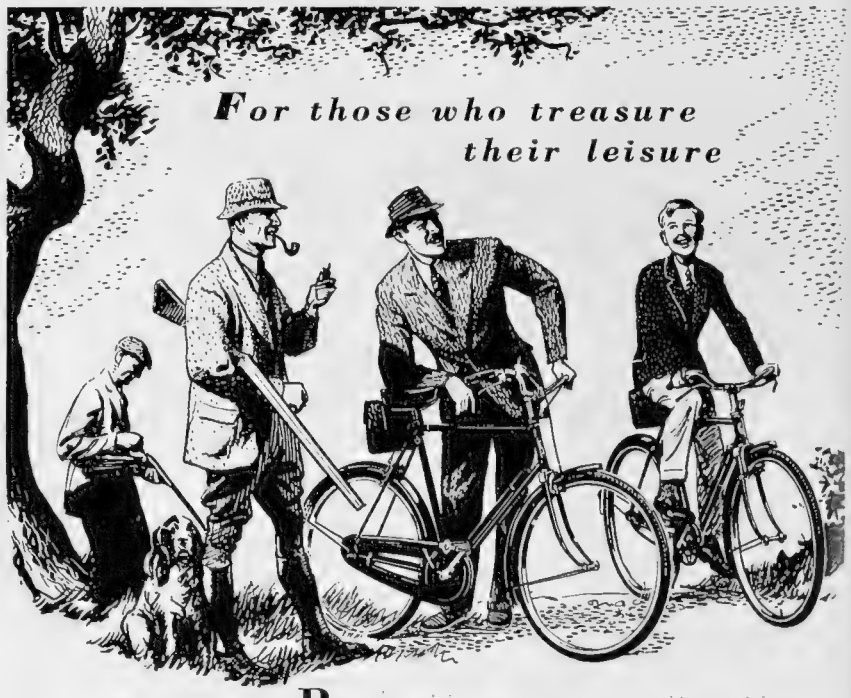

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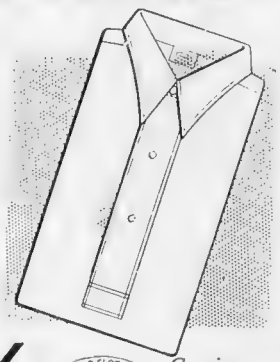

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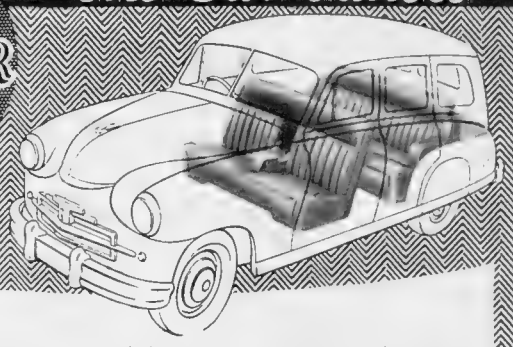

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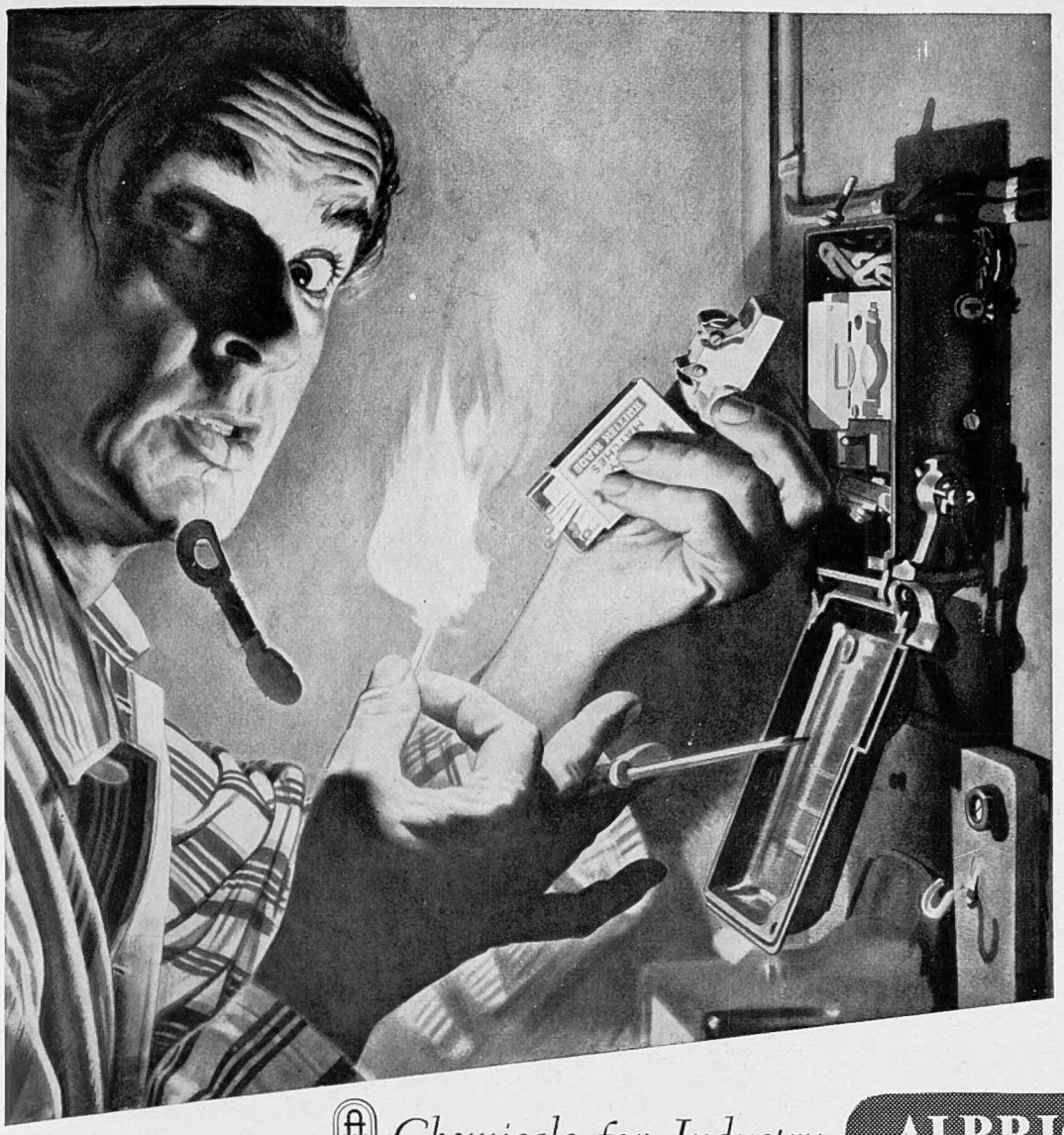

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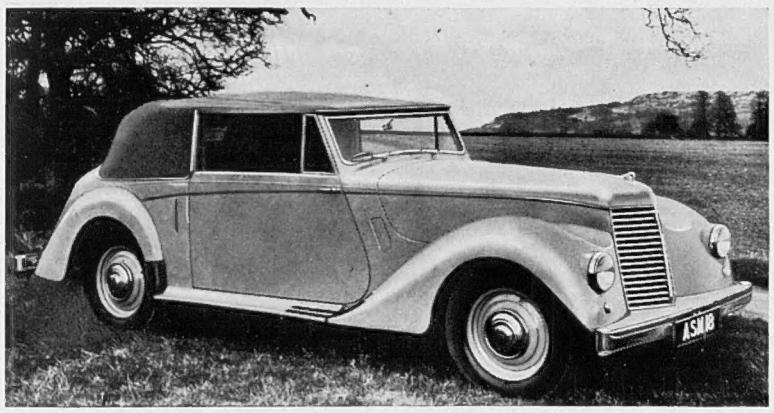

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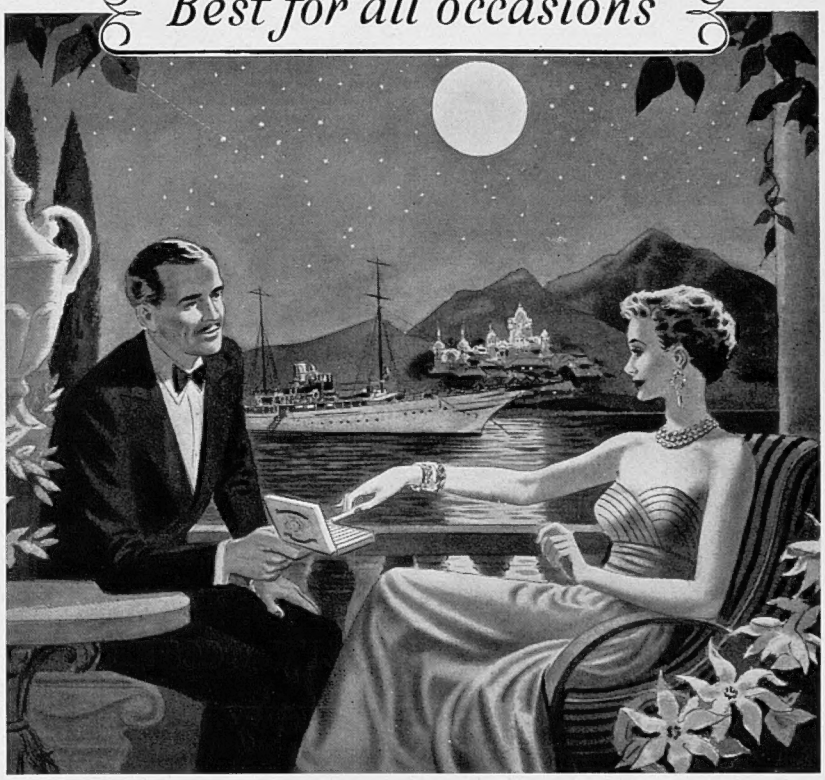

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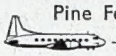

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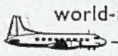

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EARLY IN THE 1890's, Commander Henry Bradwardine Jackson — knowing nothing of the work of Marconi — first conceived the idea that torpedo boats might announce their approach to a capital ship by the use of wireless waves. In 1895, in the torpedo-school ship 'Defiance' at Devonport, he began secret experiments on Admiralty instructions. Before the end of the year he had succeeded in transmitting, from one end of the ship, signals of sufficient intensity to ring an electric bell in the receiving circuit at the other. After meeting Marconi, who first visited England the following summer, he went rapidly ahead with the evolution of naval wireless telegraphy, making vital contributions to the development of world communications.

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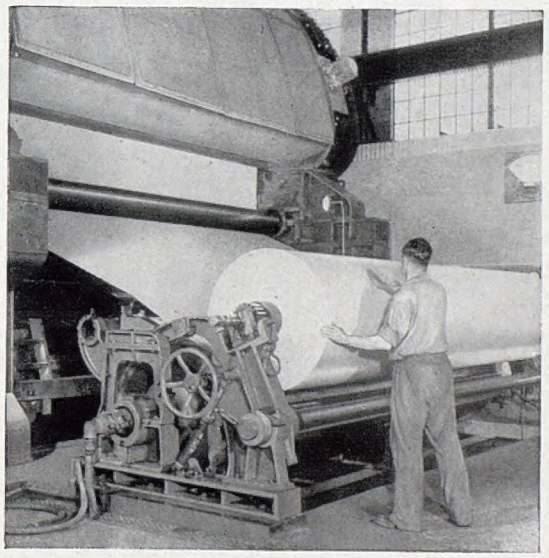

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